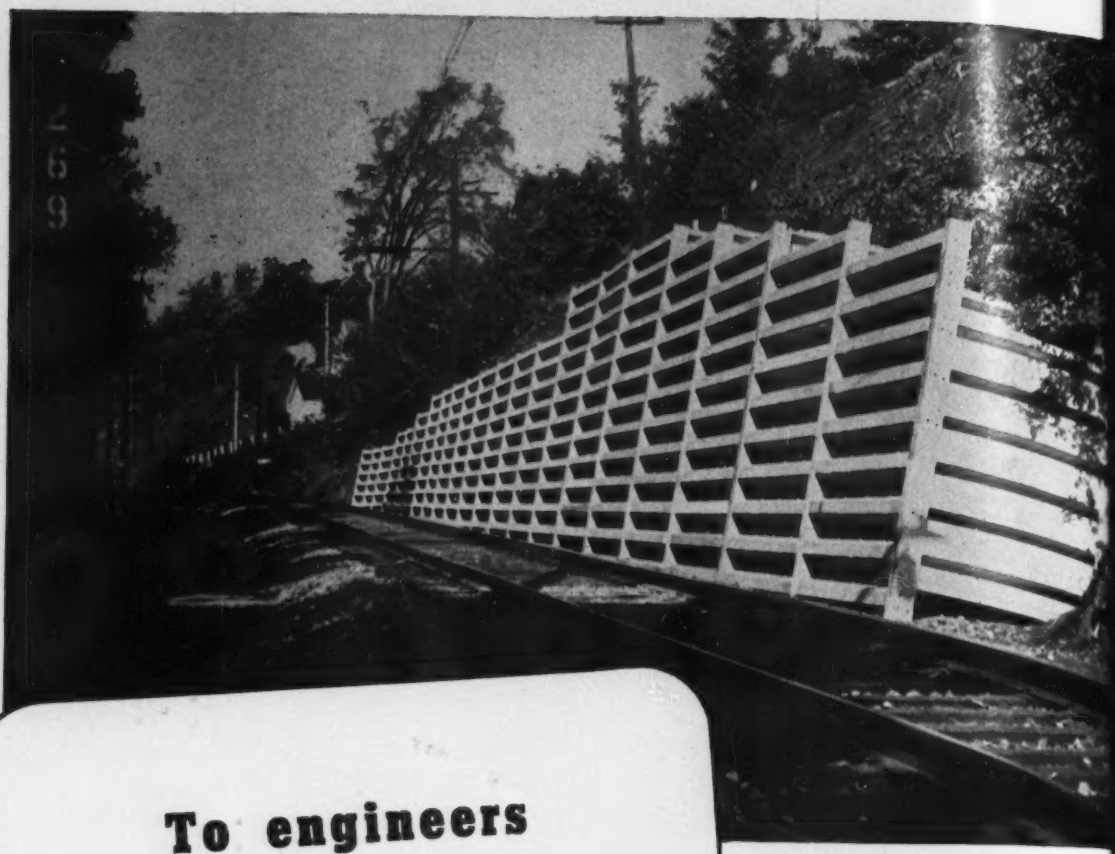
ENGINEERING NEWS-RECORD

AUGUST 24, 1944

On the double-quick, Seabees surface a Pacific airstrip with steel mats—see article inside.

Featured This Issue



To engineers who are planning the "BATTLE OF PEACE"

Space was at a premium for widening a high way above this railroad cut. The answer was an ARMCO Bin-Type Retaining Wall to prevent encroachment of the slope upon the track

* * *

America will need your plans. Millions of fighting men and other millions of war workers must some day turn to new jobs in a new and different world. You can help by planning now to avert a serious let-down when Victory is won.

No doubt you are thinking about many projects that would not only improve roads and streets, but even more important would provide jobs for returning service men and workers now in war industries. Even now industry is planning post-war developments to absorb its share of these people. If federal, state and municipal governments have their plans ready, unemployment will be less of a problem to America.

In this "board work" you may need a practical solution for unstable slopes, rights-of-way and similar problems. Remember ARMCO Bin-Type Walls for their ability to overcome unequal settlement without cracking or bulging.

So include ARMCO Walls in your plans for the future even though you can't get them for immediate construction. Right now tanks, guns and ships are most important. Armco Drainage Products Association, 365 Curtis St., Middletown, O.

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McGRAW-HILL PUBLISHING COMPANY, INC.

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JOHN ABBINK, *Publisher*

WALDO G. BOWMAN, *Editor* ALBERT E. PAXTON, *Manager*

...L 133 AUGUST 24, 1944 No. 8

...OMING NEXT

...genuity in solving wartime water ...ply problems finds expression in ... articles dealing with major ex...sion of existing facilities. At ...mington, N. C., a 21-mile supply ... was installed and a 7 mgd. ...ment plant constructed to elimi...e a salt-contaminated source and ...vide adequate water for a war-...lled population.

...r away from the eastern sea...rd—at Tulsa, Okla.—the impact ... war also was experienced by ...nicipal waterworks engineers. ...eful planning and quick action ...le possible the enlargement of ... system by 67 percent in time to ...e with industrial and summer ...k demands.

...ack from the frozen wastes of ...eenland, American contractors ...d Army engineers are now per...tted to tell of their activities in ...lding airfield bases and weather ...tions. Shortly after these men ...rived in the States after 27 months ...heroic accomplishments, an *ENR* ...tor interviewed the keymen. He ...ords this interview in, "The Saga ... the Greenland Bases".

...Package mail for the Army over... has become so great that a ...cial post office for this service has ...n built in New York City. What ... 12-acre building looks like and ... it was built in a rush schedule ...4½ months is the subject of "c/o ...tmaster New York".

...For better field control of concrete, ...nograph chart has been devised ...expedite the analysis of samples ...n a mixed batch.

...HINGS TO COME

...While our airmen are bombing ...an from bases in China we have ... overlooked the possibility of ...king from still another direction ...e northern islands of the Aleu...n. Here we have built "steel-...ed steps to Tokyo", the construc...n of which will be described by ...R editor, H. W. Richardson.

...Army engineers are equally adept ...fighting Germans, Japs and river ...ds. In the latter category they ...ved their prowess in checkmat...the Mississippi River near Good...n, La., by means of articulated ...crete mattresses. The 3,000 ft. ...tment was placed in 20 days de...e high water and swift currents.

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DO YOU WANT AN INDEX?

Due to the paper shortage, no index for the volume just completed, No. 132 (January-June, 1944) will be issued except to subscribers who ask for it. If you want a copy of the index please send in the coupon below. The index will be ready for distribution in the latter part of August.

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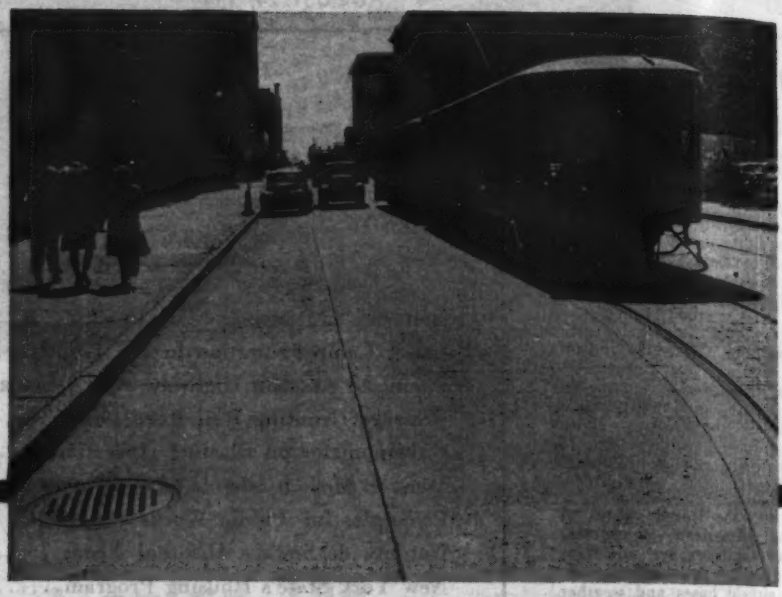

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These installations but substantiate the results of the original Universal Atlas test road at Hudson, New York (built 1938), and of the scores of Duraplastic paving installations now in service in more than a dozen states and cities. Many of these are now in their fourth or fifth year of service and all are practically scale-free.

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ATLAS DURAPLASTIC CEMENT

A Universal Atlas Product

The Week In Engineering and Construction

GINEERING NEWS-RECORD • AUGUST 24, 1944 • VOLUME 133 • NUMBER 8

Construction planning too slow for new war tempo

Conditions are favorable, however, for increased construction volume if plans are made ready for contract subject to available materials

With the war moving at new high ed and creating conditions under ch Germany can collapse suddenly, effect of such a collapse on con- ction becomes an important con- ration.

First industry to go to war, construc- has completed the bulk of its war k with distinction, and it should be position to lead the way back. Yet ny doubts that it is ready are being pressed, principally to the effect that enough plans are scheduled for bids, plete with land acquired, financing vided and all legal and political ob- cles removed. Continued shortages of ne materials and equipment, and the rt of War Production Board controls e other doubts as to whether con- ction work can go ahead and when can start.

So far in 1944, engineering construc- has averaged around $35,000,000 a k, a rate that would produce a r's total of $1,820,000,000. This pares with the 1942 war construc- peak of $8,000,000,000. It also pares with the depression low of 068,000,000. The civil construction cklog of proposed postwar construc- projects has topped $12,000,- 000, but out of this total plans un- way add up to only $3,800,000,000. statistics are available, so far, to sure the plans ready for bids.

Apathetic planning

It is possible, as claimed in some rters, that reports on many public ks projects are being held up until known what federal-aid funds will available to local communities, and the almost complete reticence on part of industry and private inter- to declare their intentions as to what truction they will start or when they uld like to start it, holds the post- planning figures down. Yet it is not likely that the picture would be much improved even if reports on all plans were available.

This seeming apathy toward construction planning is not justified by conditions, which are rapidly changing to a point where a higher rate of construction is not only possible but desirable. Already projects planned for the post war period have been taken out of the postwar backlog totals, because they have been advanced to current contracts; a $1,500,000 industrial plant in Colorado is one, a $5,000,000 sewerage and waterworks development in Baltimore is another.

In July the War Production Board added a fourth class of construction to the three that could go ahead where conditions justified. These four classes of permitted construction work are those which are: (1) Essential to the war effort; (2) directly supporting the war effort; (3) essential to civilian health and safety; and (4) needed to maintain a healthy civilian economy.

For the transition period, when controls are being relaxed, WPB has established the so-called spot authorization procedure, Priorities Regulation No. 25, providing a method for authorizing civil production through field offices of

New vibrator tested on California airport job

A new type vibrator that is credited with speeding concrete laying materially is getting its first large-scale field test on construction of a 8,500-ft. long airstrip for Consolidated-Vultee Aircraft Corp. at Lindbergh Field, San Diego, Calif. The strip is 200 ft. wide and 12 in. thick, being designed for a 85,000-lb. wheel load. It is being laid in 25-ft. sections. Concrete at the warmup aprons is 14 in. thick. Construction of the strip and aprons calls for the pouring of about 103,000 cu.yd. of concrete.

Contractors for the $2,500,000 job, the largest of any commercial field runway built to date, are Casson & Ball of Hayward and Berkeley, Calif. They are employing more than $2,000,000 worth of equipment in order to complete the work in 150 calendar days.

the WPB, when labor, facilities and materials are available. Through this procedure it will be possible to give the "go" sign to the most essential civil needs first.

The removal of Germany from the war will clear the decks for an overall 30 to 40 percent cutback in war contracts—from 10 percent on some products to 100 percent on others. This will release both labor and materials for civil work.

Materials and labor

The materials that continue tight, and whose unavailability would delay some classes of structures in a reviving construction program are: Lumber in the small sizes, or boards and plywood now going into shipping containers; electrical appliances using either small or large motors; and plumbing and heating equipment. Steel ingots are now plentiful, but sheets and plates are needed for essential war use up to the full rolling capacity. Valves are again available since high octane gasoline and synthetic rubber plant needs have been met and shipbuilding has leveled off.

Restrictions or the ceiling in allowable unit cost of new houses or mass housing will probably be retained until refrigerators, stoves, plumbing and heating equipment are available for houses designed for higher price ranges. Items which will be given a preference rating of AA-5 under the new Priorities Regulation 25 to authorize manufacture of civilian products under certain specific conditions so as not to interfere with the war effort, include domestic mechanical refrigerators on all items except electric, domestic laundry equipment on all items except washing machines; domestic ranges on all items, domestic cooking appliances and domestic heating stoves on all items.

Labor stringency is expected by Washington authorities to continue for ninety days after Germany's defeat while mopping up operations in Europe are organized and supplied, and while production cutbacks are put through at home and "spot" authorizations made to go ahead on civil production. These authorities look also for an increase in the number of men demobilized from the present rate of 100,000 per month to a rate of 250,000 per month.

No equipment shortages

Construction equipment owned by contractors or available to them is adequate to carry out a larger construction volume than now appears to be in the planning stage. War needs have so increased the capacity of the construction machinery manufacturers that no shortages have appeared which would limit work for which plans are in sight. Restrictions have been removed or eased on 36 types of construction equipment since July 24, although Gen. Brehon B. Somervell, commanding general, Army Service Forces, reports continued shortages of heavy trucks, tires, tractors, artillery cranes, derricks, bulldozers and power shovels, and these must be made up before any peacetime production can be begun.

The classes of construction that appear to be in the best position to go ahead as needed are shown in the accompanying table.

POSTWAR CONSTRUCTION PROJECT VOLUME—JAN. 1, 1943 THROUGH AUG. 17, 1944 (As Reported to Engineering News-Record)

	Proposed projects	Plans underway or completed	% Plans underway
Waterworks	$ 454,447,000	$ 256,103,000	56
Sewerage	755,649,000	434,338,000	57
Bridges, Public	579,845,000	354,474,000	61
Bridges, Private	150,000	100,000	67
Earthwork, Irrigation and Drainage	4,876,421,000	615,168,000	13
Streets and Roads	1,851,019,000	851,752,000	46
Unclassified, Public	1,274,032,000	426,411,000	33
Unclassified, Private	263,405,000	26,675,000	10
Buildings, Public	1,656,429,000	586,511,000	35
Buildings, Commercial	389,664,000	202,883,000	52
Buildings, Industrial	100,511,000	24,756,000	25
Total	$12,201,572,000	$3,779,116,000	31

Sewage Works Federation convention in October

Plans are nearing completion for the fifth annual meeting of the Federation of Sewage Works Associations, to be held in Pittsburgh on Oct. 12-14, and details of the technical sessions have been announced by F. W. Gilcreas, chairman of the program committee.

Industrial waste treatment methods will receive major attention in a symposium of six papers, providing new information on the treatment of wastes from synthetic rubber plants, canning and chemical industries. Operation of sewerage systems, with special attention to infiltration and storm flow control, as well as the ventilation of sewers, will be outlined in another symposium.

A "preconvention get-together" is scheduled for Wednesday evening, Oct. 11, at the Hotel William Penn, which will serve as headquarters for both the technical sessions and the exhibits.

J. A. LePrince honored by Memphis Engineers' Club

Joseph A. LePrince, veteran sanitary engineer who established the fundamental engineering concepts for mosquito control that led to curbing yellow fever and malaria during the construction of the Panama Canal, was honored by the Engineers' Club of Memphis, which presented him with a plaque on his 69th birthday.

Mr. LePrince, who was retired from the U. S. Public Health Service in 1931 after twenty-two years with that organization, maintained headquarters in Memphis from which he directed malaria control measures through the South. His advice on the engineering phases of mosquito control has been sought by nations throughout the world, and he served as one of the chief sanitary consultants prior to and during the construction of the Tennessee Valley Authority reservoirs.

A civil engineer graduate of Columbia University in 1898, Mr. LePrince first attracted attention by his work on yellow fever control with General Gorgas in Cuba. In 1904 he was sent to Panama as chief sanitary officer, and he remained at the Canal Zone post until 1917. Among his many contributions to malaria control was an accurate determination of the flight range of mosquitos using insects sprayed with various colored dyes, and these findings led to the present policy of establishing a one-mile "control" zone around military establishments. Other investigations of Mr. LePrince produced new types of ditch linings, insecticides, and power dusting methods from boats and planes.

• • •

Chile plans postwar public works program

A public works program calling for an investment of $340,000,000 was revealed at a recent cabinet meeting by Dr. Abram Alcaino, Chilean minister of public works and communications.

Preliminary surveys on many of the projects contemplated under the postwar building program have been completed, and include railroads, highways, bridges, water and irrigation systems, harbor improvements, government buildings, and numerous other projects. The program would be financed by bond issues available to foreign and domestic purchasers.

To raise health and living standards in congested urban areas, it is planned to set aside approximately $25,000,000 for low-cost housing projects, and another $5,000,000 for recreational facilities.

Allegheny County prepared to start big postwar program on short notice

Plans completed for 15 projects totalling over $2,000,000 and design work well advanced on 23 jobs costing over $10,000,000

Allegheny County, Pa., in which Pittsburgh is located, has detailed plans and specifications ready so that on 24 hours' notice a $52,320,000 postwar program of highway, bridge and airport construction could be started. As now planned, the county during the next 10 years after the war will spend $5,000,000 annually, including $17,000,000 on highways, nearly $14,000,000 on bridges, over $10,000,000 on an airport in Moon Township, and $11,000,000 for improvements to schools, hospital and health facilities, public buildings and two parks.

The extensive job of planning this program was done by more than 100 designers, architects, engineers and planners working as a special postwar bureau under Planning Commissioner Mark H. Martin and Works Director John B. Sweeney. The county's staff has been working on the plans for a year.

The present program comprises 98 projects and will cost $52,320,000, including $3,608,000 for land damages and $48,712,000 for construction. Of this total, 30 projects costing almost $26,000,000 are only in the "idea" stage and 30 more jobs expected to cost $12,027,000 are in the "preliminary" stage.

Many designs complete

In the "design" stage status there are 23 projects costing about $10,092,000, and in the "completed" stage are 15 jobs expected to cost $2,225,000. The latter jobs and their estimated costs are as follows:

McNight Road, part of a four-lane divided highway from Pittsburgh to Babcock Blvd., including major interchanges at Babcock Blvd. and Nelson Run Road, a connection with East St., and a bridge, $1,134,000; 6,300-ft. shortcut in Moon Township from Route 51 to projected new airport parkway, $300,000; and Steuben St. extension from Crafton to Middletown Road—a new 36-ft. wide speedway 2,500 ft. long, saving 14,500 ft., $600,000.

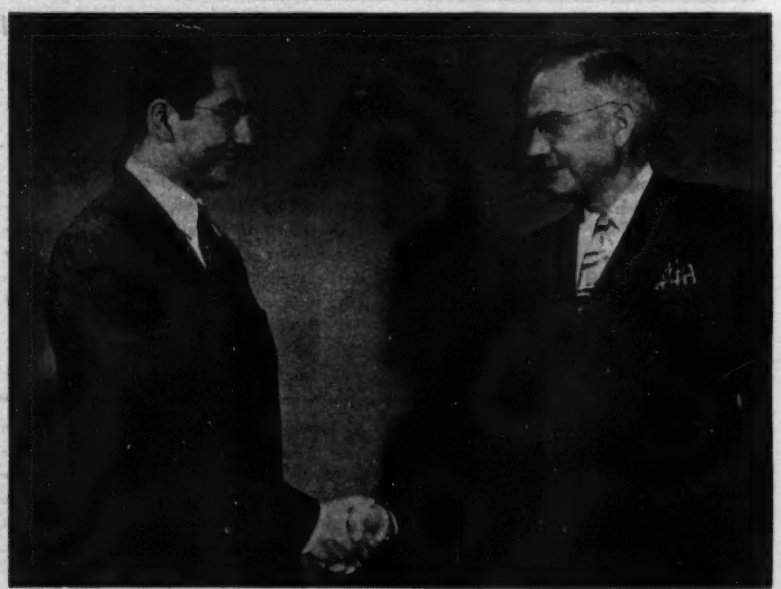
In addition plans for $1,000,000 worth of the work to be done in constructing a high-level bridge across the Monongahela River at Dravosburg are complete. This project, which is to cost $3,500,000, will provide a 50-ft. speedway between curbs and two 10-ft. sidewalks. Plans for the entire project are soon to be submitted for approval to the public utilities commission of the state.

Allegheny County has a $1,410,000 fund on hand to start the projects and plans to raise the remainder via general obligation bonds. The county will be asked to pay most of an estimated property damage of $5,000,000 to $6,000,000 on $20,000,000 Pitt Parkway over which routes 22 and 30 will travel from outlying Wilkinsburg into downtown Pittsburgh at Grant and Water streets.

Two Michigan cities unite on one airport

Benton Harbor and St. Joseph, Mich., which recently acted to provide one sewage disposal plant to serve both cities, now have voted to cooperate in the joint ownership and operation of an airport. City commissions of the two cities adopted ordinances for the joint ownership and operation of Ross Field and have approved the appointment of a Twin City airport board composed of four members from each city, according to the American Municipal Association.

Benton Harbor made an initial investment of $27,000 in the airport. St. Joseph will make an immediate investment of $16,000, the amount being proportioned according to the assessed valuation of the two cities. Grading work is now in progress for the construction of longer runways.



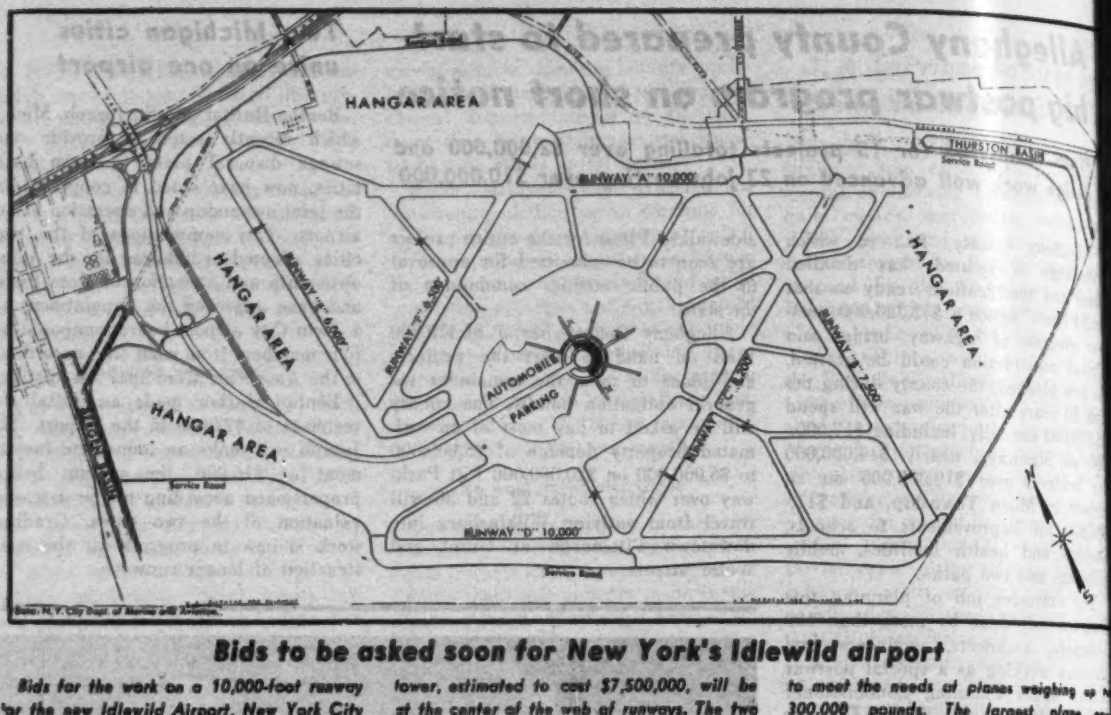
Bolivian engineer works with Oregon road department

First "Good Neighbor" engineer to work with the Oregon State Highway Commission under a plan endorsed last February, (ENR, Mar. 2, Vol. p. 300), is Raul Valle Rodas (left) from Bolivia, now in Oregon for one year's training with that state's highway engineers.

Mr. Valle initiates the program designed to familiarize Latin Americans with United States' construction techniques, to give this country the benefit of their services, and to promote public relations between the continents. His training will include work in maintenance, construction, planning, and the testing of materials.

The Oregon commission's "Good Neighbor" plan developed from an idea advanced by Charles M. Upham, director of the American Road Builder's Association. R. H. Baldock, Oregon state highway engineer, shown with Mr. Valle, after serving as a delegate from the United States to the Third Pan American Highway Conference in Santiago, Chile, in 1939, strongly advocated the training policy.

Mr. Valle, who received his B.S. degree at the Universidad Mayor de San. Andres, La Paz, Bolivia, came to the United States in December, 1942, holding a fellowship under the auspices of the Institute of International Education. He received a civil engineering degree from Princeton University last summer and has worked in the materials testing laboratories of the California Highway Department and the Public Roads Administration.



Bids to be asked soon for New York's Idlewild airport

Bids for the work on a 10,000-foot runway for the new Idlewild Airport, New York City will be advertised in September according to present plans, it was announced by Mayor F. H. La Guardia on Aug. 9.

The design officially made public includes six runways, of which two will be 10,000 feet long. A third will be 8,200 feet long, another 7,500 feet, another 6,500 feet and the sixth 6,000 feet in length. The city has approved for early construction runways A, 10,000 feet, B, 7,500 feet, and C, 8,200 feet.

An administration building and control tower, estimated to cost $7,500,000, will be at the center of the web of runways. The two 10,000-foot runways will be parallel, 6,200 feet apart and running southeast and northwest, with the Administration Building midway between. To the east of the administration building the 7,500 and 6,200-foot runways extend at angles between the 10,000-foot runways, crossing each other near their northerly ends. The 6,500 and 6,000-foot runways make a similar pattern to the west of the administration building.

Jay Downer, engineer of the airport, said: "The runways at Idlewild have been planned to meet the needs of planes weighing up to 300,000 pounds. The largest plane now weighs 90,000 pounds. The runways can be built before the end of the war because they do not require critical materials, but probably not the steel buildings."

It has been disclosed by city officials that the estimated total cost of construction in the current phase of the project is $47,363,000, which includes: land, $6,329,00; drainage, $30,100,000; roads and bridges, $2,730,000; administration building, $7,500,000; Civil Aeronautics Administration buildings, $500,000; utility building, $500,000.

Postwar outlook good for New York City finances

New York City has a borrowing capacity of $273,582,144 inside its legal debt limit of 10 percent of assessed valuations, which is the largest margin since 1935, said City Comptroller Joseph D. McGoldrick in a recent report on city finances to the board of estimate and the city council. At the same time the comptroller indicated that the city might count on the availability of three-quarters of a billion dollars for a six-year public works program. Citing the city's "splendid financial condition," Mr. McGoldrick said it would be possible to float $150,000,000 of bonds to take care of the first year of the program, and that thereafter about $100,000,000 could be sold each year.

In referring to New York's current $1,300,000,000 postwar public works design program, the comptroller pointed out that its construction was planned to relieve depression unemployment after the war, and that on that score federal and state aid was expected. He suggested that a "substantial portion" of the total program be included in the new capital outlay budget, soon to be up for consideration.

. . .

Serious road conditions reported in California

Restrictions of the War Production Board against construction of new highways and the reconstruction of old roads were blamed recently by Charles H. Purcell, California's state director of public works, for a serious highway situation rapidly becoming acute.

In a report submitted to Gov. Earl Warren, Mr. Purcell declared that many structures and miles of worn out highway surfacing which normally would be replaced are required to be kept in operation indefinitely because of WPB restrictions.

Mr. Purcell's report stated:

"A 40 percent increase in vehicle tonnage since the war and heavy war industrial hauling on many miles of roads, which were not designed for such loads, are accelerating the normal rate of surface deterioration.

"Other factors which must be contended with are the difficulties in procurement of new maintenance equipment and repair parts, and the manpower shortage."

. . .

Long pipeline planned by California utilities

In an effort to replace southern California gas reserves depleted by war demands, California utilities are contemplating a $45,000,000 pipeline to tap midcontinent fields. A. F. Bridges, general manager of the Southern Counties Gas Co., testified Aug. 5, at a hearing before the California State Railroad Commission which was held in Sacramento.

Contractors on Pacific Coast told to get behind postwar planning

AGC officers cite danger of another WPA unless action is taken to obtain speedy passage of bills now before Congress

Western contractors were strongly urged by national officers of the Associated General Contractors at a meeting in San Francisco Aug. 18 to join in the national drive to force postwar construction planning to the contract letting stage. William Muirhead, AGC national president, and H. E. Foreman, managing director, emphasized the necessity of getting highway, flood control, irrigation and rivers and harbors bills to the floor of Congress and passed. Plans must be lined up so that construction can begin immediately at the close of the war to help fill the tremendous demand for jobs, they declared.

Members of the Northern and Central California chapters and representatives of the AGC from other western states were told by their national officers that active planning to safeguard the construction industry's future, postwar employment and selling of the construction industry to private companies and individuals are problems facing every contractor in the country.

Intimating that certain forces in Washington are attempting to block Congressional bills calling for widespread peacetime construction, Mr. Muirhead reminded his listeners that the far-reaching highway bill has been bogged down since June. To assure that construction bills now before Congress will become law before major changes occur in the European situation, Mr. Muirhead urged the contractors to use their best interests to influence speedy action in Washington. While reaffirming the necessity of preserving private enterprise, he warned of the dangers of a large federal works bill, another WPA, if other bills were not passed.

Recognizing the construction industry as a great influence on postwar employment, Mr. Foreman outlined work ahead to insure that the coming transition period takes place with the least possible eruption. "With the completion of the war and the discharge of the armed forces, the construction industry realizes it must keep in the forefront the preservation of the individual's right to venture and to progress by his own ingenuity," he said. "We can't freeze the status quo and must permit and help discharged servicemen to get into the contracting business."

Western contractors were also reminded that the AGC is on record declaring that postwar construction must be two-thirds private to one-third Federal to maintain a balanced economy, and that the government should undertake only construction of works with a national interest. At the same time, the national association is insisting that the private purchaser have the same priority as local government units in the purchase of war surpluses, according to Mr. Foreman.

In the matter of a public relations program to sell the construction industry to everyone in order to encourage the investment of risk capital, Mr. Muirhead said the individual contractor should start with the lowest of his own employees and work up through his own organization.

The fact that the construction industry has accomplished the impossible in the last three years, after ten years of being on the defensive, was cited as the key to an advertising campaign to safeguard the industry's future and insure that it is not put on the defensive again, officials said.

Millions appropriated for Texas road work

On August 1, the Texas State Highway Commission appropriated $8,736,362 for maintaining the state highway system for the fiscal year beginning September 1. The maintenance appropriation averages $5 per mile more for the fiscal year 1944–45 than for 1943–44—$332 per mile compared to $327 maintenance allowance for the past year.

The increase in maintenance allowance was essential because of the wartime highway construction lag in Texas. The highway commission on the same day let the greatest monetary amount of low bids at one time since the war began, the total being $2,028,619.70.

Missouri flood damage $112,000,000 in two years

The Missouri River and its tributaries flooded approximately 1,555,000 acres of land in April, 1944, and caused estimated damage of $31,000,000, Lt. Col. Delbert B. Freeman, district engineer at Omaha says. Damage in May and June has been placed at $16,000,000.

Added to $65,000,000 damage last year the total was $112,000,000 in the last two years, 4,515,000 acres having been flooded.

Phil Stroupe photo

Speedup of postwar plans topic of discussion

William Muirhead (seated at left), national president of the Associated General Contractors and H. E. Foreman (seated at right), managing director of the AGC, discuss postwar planning with, left to right: George Williams, president of the Central California chapter; Harry A. Dick, national vice president of Portland, Ore., and Howard Huntley, president of the Northern California chapter.

Rebuilding of Knoxville airport nears completion

An improvement program for the Knoxville, Tenn., airport near Maryville is approaching completion. The $1,500,000 project includes moving 1,300,000 cu. yd. of earth and surfacing two runways, each a mile long, in four months' time. The two runways—N-S and NE-SW—are in line with the wind 90 percent of the time.

Soil under the runways has been compacted to 95 percent or better of optimum, and a 5-in. subbase of 90 percent rock is rolled to 97 percent or better compaction. Over this a 9-in. thick, 150-ft. wide runway of concrete is laid in 25-ft. lanes. Taxiways from the airport building to the ends of the runways are 50-ft. wide. A 34E double-drum paver has laid 1,500 ft. of 25-ft. lane daily.

Pittman Construction Co., of Atlanta, is the general contractor and is doing the paving work. Harrison Construction Co., Inc., of Pittsburgh, has a subcontract for the earth moving, using "pans" hauled both by crawler and wheeled tractors and bottom dump trucks loaded by shovel and elevating grader. Olson and Eller are subcontractors on the subbase, and Drainage Corporation has installed the drainage facilities.

Harwood Beebe Co., of Spartanburg, S. C., are engineers, with work directed by the Civil Aeronautics Authority and supervised by the Navy, which until recently was using the field for its training program.

Florida court decision upholds WPB's order L-41

As a result of a decision it won in a Southern Florida case recently, the regional office of the War Production Board at Atlanta, Ga., has given notice that it plans a strict enforcement of the federal building restrictions in the southeastern region.

Violation of the WPB construction order L-41 has been too prevalent in the region, the regional WPB office comments, resulting in the use of much material and manpower that should not be diverted from war work.

The WPB's authority, under the Second War Powers Act, to stop construction that is in violation of orders was upheld recently in the United States district court in southern Florida, when Judge W. Holland made permanent a federal court injunction halting work begun by Sam Resnick some months ago.

Resnick started a building with used materials and the labor of friends and relatives, claiming that the job when completed would not exceed the maximum of $200 which under terms of WPB's L-41 construction order is allowable without specific authorization. The builder contended that workmen "paid by a friend," should be considered "unpaid labor."

The court interpreted the phrase "paid labor" as used in the WPB order to mean "paid by anyone", and that this was the War Production Board's intent in the order, a wartime regulation for conserving critical materials and labor.

The court furthermore refused to allow the defendant to continue the work himself, contending that while permission to do so would be within the letter of the law, it would be in violation of the spirit, as labor paid for by friends had already run the cost of material and paid labor, above the $200 allowed under terms of the order. "The donated labor cost cannot now be withdrawn—", it was ruled, "and to permit the defendant to go on would give him an advantage over others to which he is not entitled."

Miami, Fla., commissioners, in a surprise move this month, repealed the $8 a year municipal garbage tax effective after the collection of semi-annual payments due Aug. 1. The tax will officially expire next Feb. 1, though final payments will be made during August and September. The action was taken at a special budget meeting, the International City Managers Assn. reports.

Large maritime saving b... renegotiated contracts

Total savings of more than 200 m... lion dollars by the U. S. Maritim... Commission through contract renegoti... tions by its price adjustment boar... since inception of the board two yea... ago, was announced this month by th... Commission. Processing about 2,0... cases, the commission effected price r... ductions of $217,615,931 on renegotiab... sales and excessive profits at a tot... government expense of $300,000.

A total of 345 contractors were foun... to have realized excessive profits on r... negotiable sales of $2,104,299,311, th... total amount recovered being $140,81... 831. Clearance was granted to 34... firms with renegotiable sales totalin... $416,228,686, where no excessive pro... was realized. Further price reductio... of $76,804,100 were effected through r... negotiation with respect to contracts n... force and subject to further review in... volving renegotiable sales of $511,280... 247.

Because efforts of the commissio... are now being directed primarily to th... production of vessels needed to mee... military requirements, the merchan... ship construction schedule of the com... mission is slowing down. Commissio... yards delivered 126 ships with an ag... gregate of 1,274,433 deadweight tons i... July, bringing the year's productio... figures to 990 ships of 9,901,984 dead... weight tons. In the correspondin... seven months of 1943 the yards ha... delivered 1,037 vessels of 10,483,33... deadweight tons of generally simple... designs.

• • •

Portland approves funds... for public works progra...

Citizens of Portland, Ore., recentl... voted three bond issues and a specia... tax levy to provide $24,000,000 fo... postwar public works as outlined in... the city's postwar planning report, ac... cording to the American Society o... Planning Officials. The funds wer... made available by a joint program o... four local government units—the city... dock commission, the county and th... school district.

As a result of this coordinated ef... fort, citizens of Portland approved a... $12,000,000 bond issue for a sewag... disposal plant and intercepting sewers; ... $3,000,000 for harbor and dock facili... ties; $4,000,000 for improvement o... county roads; and $5,000,000 for im... provement of school buildings and edu... cational equipment. The $5,000,00... for schools was approved in the form... of a special tax levy of $1,000,000 fo... five years.

MEN AND JOBS

...sal Christy, Zanesville, is succeed- Edgar L. Mill, Mt. Vernon, as resi- ...t engineer, Division five, Ohio State ...hway Department, with headquar- ... in Newark. Christy for the past ...r years has been assistant planning ...ineer for divisions three and five.

...t. Col. N. W. Haner, who recently ...urned from an overseas assignment ...d has been stationed at Providence, ...L. has been transferred to the Wil- ...ington, N. C., U. S. Engineers Office ... duty as acting district engineer, ...ding the assignment of a permanent ...ineer.

...Arthur E. K. Bunnell, civil engineer ...Toronto and partner in the consult- ... firm of Wilson and Bunnell, has ...n appointed consultant on commun- ... planning for the Ontario Depart- ...nt of Planning and Development. In ...ent war years he has been director ...utilities in Toronto, acting under the ...vice administrator of Canada's War- ...e Prices and Trade Board. He is ... technical director for the Toronto ... planning board and will combine ...se duties with his new work with the ...tario government.

...Seabee Harold Koopman, who is serv- ... in the Pacific, has been promoted ...the rank of lieutenant commander. ...oject engineer for the Kent County ...ad Commission, Grand Rapids, Mich., ... 19 years and before that with the ...te highway department, Lt. Comdr. ...opman is now doing important work ...h a naval construction battalion.

...Thomas J. Coffey has been appointed ...perintendent of public works in Al- ...n, N. Y.

...Lloyd Y. White has been appointed ...cific Coast representative for Morris ...d Van Wormer, New York City man- ...ement and consulting engineers. ...ite, who has established offices in ... Rialto Building, is well known in ... Bay area, having been district man- ...r for H. H. Robertson Co. from ...29 to 1939.

...H. W. Fleming of Quebec has been ...pointed district engineer of the ...rthern Ontario district of the Cana- ...n National Ry. at North Bay, Ont.

...E. J. Wheeler, Muscatine, Ia., with ... Muscatine County engineer's office ...ce 1929, has been named county en- ...eer to succeed the late F. P. G. ...bfass.

Maj. W. T. Burt, Jr., former civil engineer with the Sun Oil Co. at Houston, Tex., has been transferred to the Allied Military Government headquarters in England.

Capt. Leonard W. Bindon, with the U. S. Engineer office at Seattle, Wash., has been assigned as area engineer at Great Falls, Mont., and placed in charge of all military construction in that state. He succeeds **Maj. Sidney Stern,** transferred to Ft. Leonard Wood, Mo.

C. F. Merten has been reappointed Hancock County engineer with headquarters at Garner, Ia., after some time in the Army.

J. B. Tiffany, executive assistant to the director, U. S. Waterways Experiment Station, Vicksburg, Miss., has been promoted to the rank of captain in the Corps of Engineers, U. S. Army, according to an announcement by Brig. Gen. Max C. Tyler, president of the Mississippi River Commission. Captain Tiffany, as a civilian, was in charge of the station's hydraulics division.

William L. Bratz, former construction surveyor for Dallas, Tex., is platoon sergeant with the Marines in the Pacific. He studied civil engineering at Southern Methodist University.

The Jefferson County, Ala., commission has appointed **Claud J. Rogers** county highway engineer, succeeding **D. A. Helmich,** who entered the Navy. Mr. Rogers, who served in the same capacity in the late 1920's, has been acting county engineer.

Ray Reese, Corning, Ia., has been named acting county engineer of Adams County, Ia., in the absence of **Carlton H. Vernon,** who is now in the Navy.

Erskine P. Garrison, of Raleigh, N. C., who prior to entering the service in December, 1942, was connected with the U. S. District Engineers Office at Wilmington, N. C., has been assigned to the Coast Artillery School at Fort Monroe, Va., where he has the rank of sergeant.

Drue L. Murrell, formerly construction superintendent for L. H. Lacy Construction Co. and the Uvalde Construction Co. of Dallas, Tex., is now a lieutenant-commander with the Seabees, being abroad.

Henry H. George, III, has succeeded **Walter H. Taylor, III,** as director of public works of Norfolk, Va. The change is because of the retirement of Mr. Taylor, who has been in the employ of the city 49 years. Mr. George has been assistant city engineer of Norfolk seven years. He received a degree in civil engineering at Cornell University in 1912.

William Luther Isenhour, Jr., of Charlotte, N. C., has been commissioned an ensign in the United States Naval Reserve. A graduate of North Carolina State College, he was a general contractor prior to entering the service.

Norwood Michie, Durham, N. C., civil engineer, now is engaged in confidential research in the physics department of the University of North Carolina at Chapel Hill, N. C.

City Engineer Ivor Strong of Swift Current, Sask., recently was appointed assistant city engineer of Calgary, Alta.

C. N. Baumann, of Asheville, N. C., who was employed by that city as a civil engineer prior to his enlistment in the Marine Corps in 1942, is a warrant officer with combat engineers in the South Pacific. He recently led a detachment of engineers in an island invasion.

Richard Lee Rice of Raleigh, N. C., has been promoted to captain with the Army Corps of Engineers after service in North Africa, where he was awarded the Silver Star for gallantry in action.

Col. Paul M. Ellman, Army Corps of Engineers, has assumed command of Camp Sutton, N. C., succeeding **Brig. Gen. Lehman W. Miller,** transferred. A native of St. Louis, Mo., Col. Ellman received his degree in civil engineering from Washington University and entered the Army in 1917, serving in the first World War. His assignments since have included two tours of duty in the office of the Chief of Engineers in Washington in 1919 and 1928, and service at San Antonio, Tex., Fort Logan, Colo., and in Hawaii. While assigned to the New York Engineering District from 1935 to 1939, he had charge of work on the Winooski valley flood control project in Vermont. He has just completed 18 months of service in Africa and Italy with an amphibious engineer regiment that he trained.

JOBS OF THE WEEK

DREDGING, Anahuac, Tex.

Atlantic, Gulf & Pacific Co., Houston, Tex. has been awarded a contract for dredging 41,166,000 cu. yd., by U. S. Engineers, Galveston, at 4.91c per cu. yd. Estimated cost is $2,021,250.

ADDITIONAL STOREHOUSES, Scotia, N. Y.

John A. Johnson Contracting Corp., Brooklyn, N. Y., has been awarded a contract to build 4 additional storehouses, by Bureau of Yards & Docks, U. S. Navy, Wash., D. C. $1,468,857.

CHEMICAL PLANT, Pasadena, Calif.

Southern Acid & Sulphur Co., Houston, Tex., will build a chemical plant to cost $3,750,000. United Engineers & Constructors, Houston, Tex. has been awarded the construction contract. Dorr & Co., Inc., New York, is engineer.

AIRPORT IMPROVEMENTS, Parkersburg, W. Va.

Wood County, Parkersburg, received bids for improving airport. Ralph Meyers, Salem, Ind., and Western Contracting Corp., Sioux City, Ia., were low on bid 1, for excavation, at $1,655,255. William Construction Co., Middle River, Md., was low on asphalt paving at $580,350, while Allegheny Asphalt & Paving Co., Pittsburgh, Pa., was low on concrete paving at $647,914.

PLANT ADDITION, Amarillo, Tex.

A. J. McKenzie Construction Co., San Antonio, Tex., has been awarded a $5,750,000 contract for enlarging the capacity of the Cactus Ordnance Plant by the Defense Plant Corp., Washington, D. C. Pantex-Certain-teed Ordnance Plant, Dumas, are operators.

MAGAZINES, Port Chicago, Calif.

Barrett & Hilp, San Francisco, Calif., have been awarded a contract for magazines and storage building at Inland Storage Area to cost $5,296,848. Contract was let by the Bureau of Yards & Docks, U. S. Navy, Washington, D. C.

Note—Additional bidding and contract news on many projects large and small appear in the Construction News section beginning on page 155.

Two big bridges to head Louisiana program

Construction of a $15,000,000 highway bridge spanning the Mississippi from near the business center of New Orleans appears to be the most certain postwar project on the agenda of the Louisiana Department of Highways. The Louisiana legislature has approved the project.

The highway department is going ahead with plans worked out jointly with the Public Roads Administration. Financing of preliminary work has amounted to $395,430. According to Herry B. Henderlite, chief highway engineer, the bridge will be jointly federal-state financed and will be toll free. Being located within the port it will be a high level structure.

A second major project, authorized by the legislature, is the construction of a bridge or causeway spanning Lake Ponchartrain. This would connect New Orleans and either Mandeville or Madisonville, and would be about 20 miles long.

The water depth for most of the distance runs from 12 to 15 feet. This structure may be either a highway causeway or designed for joint use with a railroad. If accommodating a railroad, 60 percent of the cost must be sustained by the carrier and 40 percent by the highway department. If desirable, the highway department may hold title and lease facilities to a rail carrier. Such a project was promoted almost 20 years ago at which time its cost was estimated at approximately $20,000,000.

The state highway department was also specifically authorized by the legislature to construct structures for:

Spanning the Red River, connecting Bossier and Caddo parishes, near the Arkansas state line. This would have to be a high level structure to provide clearance for barge lines and other navigation.

Spanning Bayou Plaquemine, at Plaquemine, La., a smaller structure than required for the Red River crossing.

Providing a crossing over the Amite River, on State Route 331, in Livingston parsh, at the present site of Bayou Pierre ferry.

Spanning Twelve Mile Bayou Drainage Canal at the point formerly known as Tim Mooring's Ferry.

Highway bill approved by Senate committee

The post road committee of the Senate, Aug. 22, reported favorably a bill, S. 2105, that would make $650 million of federal funds available during each of the next three years for highway work. The bill requires the states highway departments to supply 40 percent of the cost of a project as against 60 percent furnished by the federal government.

Of the yearly total $250 million earmarked for projects on the strategic highway network or primary highways and $200 million for secondary roads. The distribution of this money would be based one-third on a state's post road mileage as compared to the country's total, one-third according to population, and one-third on area.

The remaining $200 million of the total would be available for highway work in urban areas of 5,000 population or greater. This money would be distributed according to the ratio which the cities of 5,000 or more in each state bears to total population of such cities in all states.

The House of Representatives as yet has passed no highway measure; the bill being studied by that body is still in committee. Much work is seen necessary before agreement can be reached on the most suitable method of distributing federal-aid funds; it is believed that the House will want the more thickly populated states to receive a greater share of the funds than is possible with the Senate bill.

. . .

Filing of postwar plans begun in California

Positive action to assure the early development of a statewide construction program was taken in California Aug. 17, when State Finance Director James S. Dean advised counties and municipalities they may start filing applications for state funds to aid them in preparing plans and purchasing sites for postwar projects.

Director Dean's actions were in accordance with a program adopted by the June session of the California legislature, which appropriated $10,000,000 for allocation on a matching basis with a minimum of $10,000 per county for plans and $6,000 for sites. The balance will be distributed on the basis of the 1940 population census.

Local agencies will be permitted to engage jointly in carrying out a project. Director Dean recently advised the local officials that a city or a county may assign part or all of its allocation to another tax-supported local agency.

OBITUARY

amuel M. Ellsworth, 49, consulting itary engineer, with offices in Bos-, Mass., and sident of the ston Society of il Engineers, d at Brattle-o, Vt., on Aug. Mr. Ellsworth graduated m the Massa-setts Institute Technology, in 1916, and in his ly career was connected with the assachusetts Department of Public alth and the U. S. Public Health rvice.

Mr. Ellsworth was a lieutenant of ineers in an AEF water supply regi-t in World War I, after which he associated with Morris Knowles. , Pittsburgh, Pa.; Weston & Samp-, Boston consultants; and the New sey District Commission on water pply for Newark and other major ters in that area. From 1926 to 1932 was with Metcalf & Eddy, Boston ineers. Later he entered private actice in the fields of water supply, wage, waste disposal, and general nitation. He was consultant for the tional Resources Board for New gland on river and harbor sanita-n; a member of the Boston work ojects board; and consultant on ter supply and sewerage for the U. S. litary reservation at Camp Edwards. ss.

Major Alexander C. Newton, who ceived his degree in civil engineering North Carolina State College, leigh, N. C., in 1933, was killed in tion in France on July 29. Prior to service in France, Major Newton rved with the Army Engineer Corps Iraq, Syria and Palestine. He was tive of Westwood, N. J.

Elmer O. Norris, 54, organizer of Norris Construction Co., Boston, ss., a native of Everett, Mass., and eran sergeant of the 101st Engi-rs in World War I, died at Pem-ke, Mass., on Aug. 11.

Chester Smith, 53, a retired build-contractor, died Aug. 15 in Dade y, Fla.

Harold McIntosh, general superin-dent for the Priester Construction , Davenport, Ia., for 15 years, died y 22 at Davenport of a heart attack.

Arthur L. Lehr, senior partner in the Lehr Construction Co. at St. Joseph, Mo., died Aug. 14 from a heart attack at the age of 62.

William H. Bucksbarg, Sr., 72, for 25 years superintendent of construction for the Ohio Power Co., died Aug. 13 at his home in Canton, Ohio. He retired seven years ago.

Melvin D. Wing, 70, contractor died Aug. 12 in Springfield, Ill. He and his brother, Edward, were together in the contracting firm of Wing Brothers from 1900 to 1922. In 1916, under orders from Governor Edward Dunne, they constructed two cantonments for the Illinois National Guard, one Camp Dunne and the other, Camp Lincoln. His brother has been in Chicago since 1922.

William E. Saunders, 81, retired consulting engineer, died Aug. 10, at his home in San Diego, Calif., where he has lived since 1929, following his retirement from the Philadelphia Gas Co.

Edward Olriksen, manager of the general materials and equipment department of the Robert W. Hunt, Co., Chicago, Ill., since 1928, died suddenly on July 28, 1944. Mr. Olriksen was born April 14, 1888, at St. Paul, Minn., and entered the employ of the Hunt Company in 1907 as an inspector of engineering materials. Prior to that he had been engaged in the maintenance of equipment on the Great Northern R. R.

Virgil Thomas, 49, superintendent of the Gay-Coleman Construction Co., died unexpectedly Aug. 1 in Pike County, Ky. He had been in the contracting business 32 years.

Fred Lanpert Grennor, 61, deputy superintendent of the Atlanta, Ga., waterworks, died in Atlanta Aug. 4. At the time of his death he had been with the waterworks for 45 years.

Erick Andrew Johnson, 72, construction superintendent for the Los Angeles, Calif., Department of Water and Power, died Aug. 8 in Los Angeles.

Lawrence Wood Robert, 85, a pioneer engineer and builder in Georgia, died Aug. 17 in Atlanta. Mr. Robert was engineer for the Georgia-Pacific Ry., now the Southern Ry., between Birmingham and Atlanta, and spent several years developing railroads in the coal and iron districts of Alabama. Since 1918 he has been associated with Robert & Co., Atlanta.

Work on Memphis bridge expected to start soon

Work on the substructure of a four-lane highway bridge across the Mississippi River at Memphis, Tenn., will probably get under way within the next two or three weeks, according to Thomas H. MacDonald of the Public Roads Administration. Mr. MacDonald said he had been assured by the War Production Board that critical materials needed in construction of the bridge will be made available.

The bridge is to be located just to the south of the Frisco R.R. Bridge and the Harahan Bridge, which has been outmoded.

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Mexico plans to build large textile center

The Mexican government recently announced plans to build a $5,000,000 textile center for manufacture of cotton goods at Hemosillo, capital of the state of Sonora. The Mexican-American economic commission has approved the project, and the U. S. has announced it would grant priorities for the building materials and machinery.

While the major cost will be federal financed, the plant will be owned and operated by the state of Sonora, of which Former President Abelardo L. Rodriquez is governor.

WEEKLY CONSTRUCTION SUMMARY

CONTRACTS

Continental U. S. Only
(Thousands of Dollars)

	Week Ending Aug. 26 1943	Aug. 17 1944	Aug. 24 1944
Federal	$26,703	$31,995	$27,641
State & Municipal	2,870	7,540	4,511
Total public	$29,573	$39,535	$32,152
Total private	11,065	2,800	5,157
TOTAL	$40,638	$42,335	$37,309
Cumulative 1944	(34 weeks)		$1,201,360
1943	(34 weeks)		$2,224,088

Note: Minimum size projects included are: Waterworks and waterways projects, $15,000; other public works, $25,000; industrial buildings, $40,000; other buildings, $150,000.

NEW PRODUCTIVE CAPITAL

	1943 Cumulative 34 Weeks	1944 Cumulative 34 Weeks
NON-FEDERAL	$272,888	$331,492
Corp. Securities	15,408	91,845
State & Mun.	97,347	99,857
RFC Loans	9,000	50,790
FPHA Loans	3,133	
REA Loans	20,000	20,000
Fed.-Aid Hwy.	128,000	65,000
FEDERAL	$2,653,838	$1,263,800
TOTAL CAPITAL	$2,926,726	$1,595,292

ENR INDEX NUMBERS

Index base=100		1913	1926
Construction Cost	Aug. '44	300.42	144.41
Building Cost	Aug. '44	236.09	127.62
Volume	July '44	114.	50.

Comment and Discussion

Readers' opinions on matters that concern engineers and contractors

Adjusting Precise Traverses

Sir: In *Engineering News-Record* of May 4, 1944, 650, C. L. Garver, Chief, division of geodesy, U. S. Coast and Geodetic Survey, discusses the length factor-progression method of precise traverse adjustment which appeared in the March 9, 1944 issue p. 344. His criticism is based on an analysis of the assumed traverse that was used in explaining the method.

In setting up that assumed traverse I was only seeking to find one having azimuth lines in each quadrant and little attempt was made to accurately work it out so as to get the reasonably precise relationship between lengths and azimuths that would hold for a precise traverse actually run out in the field. Due to this fact the analysis made by Mr. Garver does not give a true picture of the precision of the length factor-progression method of adjustment.

With Mr. Garver's criticism in mind, I have computed the values given in the following tables for the actual traverses Prosser to Wanda, Wanda to Mason, and 325 to Mason.

COMPARISON OF ADJUSTING TRAVERSES BY COAST & GEODETIC SURVEY AND LENGTH FACTORS—PROGRESSION METHODS

TRAVERSE—Prosser to Wanda

Section	Change in Length, One part in—		Change in Angle, Seconds		Change in Azimuth, Seconds	
	C. & G. S.	L. F.-Prog.	C. & G. S.	L. F.-Prog.	C. & G. S.	L. F.-Prog.
Prosser–325	98,800	65,800	3.9	1.2	3.9	1.2
325–326	48,000	55,400	2.1	1.2	0.6	2.4
326–327	34,600	34,600	0.4	1.1	2.2	3.5
327–328	65,200	53,400	0.4	2.6	3.6	6.1
328–329	305,600	76,300	0.2	0.5	3.8	6.6
329–330	46,400	50,100	3.1	1.5	0.7	5.1
330–331	66,500	59,100	2.2	0.2	2.9	5.3
331–332	126,100	63,000	1.5	0.9	4.4	4.4
332–333	649,500	64,900	0.2	1.7	4.6	2.7
333–Wanda	136,400	68,200	0.6	1.5	4.0	1.2
			4.0	1.2		
Average	157,700	59,100	1.60	1.24	3.07	3.85
Worst Cond.	34,600	34,600	4.0	2.6	4.4	6.6

TRAVERSE—325 to Mason

325–324	28,000	18,300	7.9	0.1	7.9	0.1
324–323	21,600	18,200	12.7	0.1	4.8	0.0
323–322	19,800	18,000	4.9	0.0	0.1	0.0
322–321	20,200	18,500	1.7	0.3	1.8	0.3
321–320	20,100	18,200	0.2	0.5	2.0	0.2
320–319	22,800	18,600	7.0	0.1	5.0	0.1
319–318	20,200	18,200	7.7	0.3	2.7	0.0
318–317	20,400	18,000	0.8	0.0	1.9	0.0
317–316	22,200	18,600	6.8	0.2	4.9	0.2
316–Mason	21,000	18,500	4.3	1.9	0.6	2.1
			0.6	2.1		
Average	21,600	18,300	5.0	0.5	3.2	0.3
Worst Cond.	19,800	18,000	12.7	2.1	7.9	2.1

TRAVERSE—Wanda to Mason

Wanda–334	138,300	276,600	10.6	3.4	10.6	3.4
334–335	434,700	212,000	2.5	3.0	8.1	6.4
335–336	254,000	254,000	1.8	3.5	9.9	9.9
336–337	143,200	572,900	0.1	3.8	10.0	13.7
337–338	90,400	105,500	0.4	2.3	6.5	12.9
338–339	32,100	59,700	1.1	1.1	8.5	14.9
339–340	67,400	516,300	1.2	2.3	9.7	12.6
340–341	311,300	624,000	0.1	3.9	9.6	9.3
341–342	321,000	214,100	0.3	2.9	9.9	6.4
342–Mason	45,800	274,500	0.1	3.5	9.8	2.9
			9.8	2.9		
Average	181,800	316,950	2.55	2.96	9.26	9.34
Worst Cond.	32,100	59,700	10.6	3.9	10.6	14.9

The adjustment of these traverses the Coast and Geodetic Sur method is given in their Special P lication No. 194 entitled, "Manual Traverse Computation on the L bert Grid".

The angle and azimuth cha were obtained by comparing final adjusted values of the co azimuths with the original muths adjusted for azimuth clos through the traverse. The adjustm by the Length Factor-Progress method was made using the rate changes of the sines and cosines evaluating the progression cons This was easily done by substitut $N\,(dy)$ for NL_s and $N\,(dx)$ for in Column 6 of the adjustment t on p. 345, in the March 9 issue.

A study of the results obtained adjusting these traverses by the methods shows in general:

1. That the ratios of changes length are more uniform by length factor-progression adjustm and there are no poor results obtai when this method is used.

2. That the angle changes are consistently small when the le factor-progression method is used that they are inconsistent and o unreasonably large when the C and Geodetic Survey method is u

3. That there is little to choose tween the two methods as far changes in azimuth are concern but that the changes by the le factor-progression method incre progressively to a maximum at center course while the changes the Coast and Geodetic Sur method do not vary in any fixed w

I would like to observe at this p that, to me, a comparison of m mum azimuth changes has much value as a method of testing the curacy of the adjustment than d the angle change comparison. A l surveyor has no way of accura measuring the actual azimuth of established line in the field, but can easily measure the angle betw two established lines, to within probable error of 5 sec., if he h good 20-sec. transit.

As far as time required to ma traverse adjustment by the le factor-progression method is cerned, a computer can perform required work reasonably fast.

Although Mr. Garver states no method of adjustment is sati tory for all traverses, it would s

the length factor-progression od is superior since it attacks roblem in a rational manner, al- ing to lengths and angles their er portion of the closing dis- ncy.

RUSSELL I. BOYCE,
Vicksburg, Miss.

e Table for Sewerage Work

r: The article published in *Engi- ing News-Record* May 4, 1944, p. 680, on the use of the plane performs a useful service on sizing the value of the plane

or some years we have used the e table for detail surveys for rage undertakings. Plans (50 ft. in.) are made in rolls 30 in. , the paper being held in a roll ed with an ordinary spring es peg at each end of the plane . To save back-bending and speed work, a tacheometer is set up im- iately adjacent to the plane table, an observer provides the stadia ings to the plane table operator. he method is very accurate, much r, and about ten percent cheaper any other.

GEOFFREY I. DAVEY,
Gutteridge, Haskins & Davey, Sydney, Australia

se Table vs. Transit

ir: In the article "Plane Table us Transit for Topographic Map- g," printed in *Engineering News- ord*, May 4, 1944, p. 680, M. F. ault has brought out some strong uments in favor of the plane table a topographic tool. For medium small scale mapping, the plane le is generally the preferable in- ment; however, the plane table— rhaps I should say the plane table ographer—is not well adapted to tain specialized types of mapping. he trained plane table topographer blishes the "bony structure" of the ain before him by means of a imum number of stadia shots tegically placed along ridge and ey lines, makes the necessary in- olations, and then—very skill- y—sketches in the contours. The lt is a highly recognizable picture he terrain, achieved by use of the e technique that is employed by caricaturist—the subtle, and often nscious, exaggeration of detail. above procedure is entirely proper, when used on small scale maps made for preliminary and qualitative studies of the engineering possibilities of an area; but when the same procedure is used on medium and large scale maps, to provide quantitative data, the results are always inaccurate and often entirely misleading.

Contours on site topography, to be of value at all, must be as accurately drawn as the scale of the map permits. A frequently used criterion of accuracy requires that one should be able to determine the elevation of any given point on the map with an error amounting to less than one-third of the contour interval of the map. We have learned in descriptive geometry that any warped surface may be approximated by fitting a sufficient number of plane triangles to it.

The problem in site topography is to choose the location of the shots so that they form the vertices of adjoining plane triangles that fit the ground surface closely enough to conform to the criterion cited above. If the shots are so located, and the sides of the triangles are penciled in on the map, straight-line interpolations may properly be made along any of the sides. The task of drawing the contours through such a network of shots is purely a graphical one; it may be done in the field on the plane table, in the office on the plane table sheet, or in the office on a map plotted from the transit field notes; the results will be the same in any case. For this type of work, because of its greater speed, the transit is superior to the plane table.

For types of work within the proper sphere of the plane table, I have used the combined plane table and transit method of taking topography, and prefer it to either of the two conventional methods. In the combined method, the two instruments are set up about 6 ft. apart, the stadia shots are read and reduced by the transitman, while the plane table man aligns an open-sight alidade on the rod, and plots the called distance and elevation. The eccentricity of the two instruments is disregarded on small scale work, and corrected by simple graphical methods on large scale mapping. The method effects a better distribution of labor between the two members of the instrument team, and also takes advantage of the faster pointing of the transit telescope. The method shows to best advantage on medium scale work, being about 20 percent faster than the conventional plane table method on each work.

Mr. Denault's paper demonstrates his intimate knowledge of modern plane table procedure, but leads one to believe that he is not so intimately acquainted with the best modern practice of the transit method. The office method of plotting transit notes, described in the paper, has been obsolete for the past twenty years; and it has been fully fifteen years since I have seen any organization, that made a pretense of being equipped for topographic mapping, use any instrument other than the drafting machine for plotting transit topography. With the drafting machine, the hand and eye of the draftsman are the only factors that limit accuracy in plotting, and these same factors limit the accuracy of plane table plotting in exactly equal measure.

E. P. BAUER,
Austin, Texas

Oil and Oxygen

Sir: A picture in *ENR*, June 1, vol. p. 795 (part of which is reproduced here) is an illustration of an unsafe condition in handling oxygen cylinders. Oxygen by itself cannot burn but is compressed and sold for the express purpose of helping other things to burn.

When highly combustible materials come in contact with oxygen under pressure serious damage may result. For safety see that oxygen equipment is kept free from oil and grease, and that tanks are stored at a safe distance from combustibles.

L. F. GRANGER
Linde Air Products Co., Union Carbide and Carbon Corp. New York

EDITORIALS

VOLUME 133 NUMBER 8

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An Attainable Goal

A YARDSTICK OF POSTWAR NEEDS in sewerage and water pollution abatement facilities is furnished by the U. S. Public Health Service (see vol. page 537), which estimates the cost of meeting these needs at $2,255,000,000. At first glance this may represent a formidable total. But comparison with past performance in this field indicates that these needs could be met in a reasonable period of time. For example, if the program were to be completed over a 20-year period it would call for a yearly expenditure of less than $112,800,000. That such a program is within easy range of accomplishment is revealed by *Engineering News-Record* construction statistics, which show an average annual expenditure of $88,000,000 and a maximum of $160,000,000 for public sewage disposal facilities in the decade 1931-40. Even more heartening, is the picture to be obtained from a study of the *ENR* postwar statistics. These reveal that already there has been listed some $640,000,000 in proposed sewerage projects—this represents one-quarter of the U.S.P.H.S. program needs—and that plans for half of these projects are underway or completed. Presenting these facts in another way, it can be said that one-eighth of the total national sewage disposal program already is in the blueprint stage. This is an excellent start toward the goal of water pollution abatement envisioned by the Public Health Service.

Public Works Principles

WHETHER OR NOT CONSTRUCTION will be used again to relieve the unemployment of a depression (and it may be hoped that such a tragedy can be avoided), it is well to be prepared with some principles—some do's and some don't's—that are tested by experience. Moreover, many of these same principles are applicable to a normal public works program, such as is being planned for our postwar years. For example, it should be accepted that projects should be selected for the service they will render, and not primarily for the jobs that they will provide; that the most efficient construction procedures should be used; and that administration should be decentralized, and political control minimized. It is because a thinking acquaintance with these and other principles is desirable that the article in this issue by M. W. Torkelson, the able director of the Wisconsin State Planning Board, deserves careful and wide reading. One likes to be more sanguine than Mr. Torkelson seems to be over the inevitability of a federal work-relief program, but should we have one some day the views he expresses will be important to remember. In the meantime his advice to local governments has present significance: "Unless your proposed project is considered so necessary or desirable that you are willing to construct it some day, sometime alone and unaided, then the project should not be decided upon. If it is considered desirable, make plans for it even though the finances are not in sight." Postwar planners could do no better than to paste that advice in their hats.

Different From Tacoma

ALTHOUGH THERE is a natural tendency to compare the recent failure of the two-span continuous truss bridge at Chester, Ill., with that of the Tacoma suspension bridge in 1940, such comparison is profitable only to the extent that it makes clear the difference between them. Both failures occurred as a result of wind action, but beyond that similarity ends. The Tacoma Bridge was a bold and unprecedented example of its type of design, hardly completed before it was wrecked by a wind having the quite ordinary velocity of about 40 mph. The Chester Bridge, on the other hand, was designed according to standard, conservative specifications, is quite similar to other bridges of its type in various parts of the country, and failed as a result of a wind that must necessarily have reached a velocity of over 150 mph. or else one that contained vertical components of wholly unpredictable magnitude. In brief, the Tacoma Bridge was an unusual structure wrecked by an ordinary wind, the Chester Bridge a conventional structure wrecked by the great forces of a tornado. This wide degree of difference extends also to the questions raised by the two failures. In the case of the Tacoma Bridge these questions are almost exclusively structural, while the Chester Bridge failure turns the spotlight on bridge design economics. How far can we afford to go in making our structures safe against possible but highly improbable wind loads? The Chester Bridge failure offers a good opportunity for re-examination of this fundamental question and of the wind design provisions in specifications through which bridge safety is controlled.

conversion Start Properly Timed

GOOD DEAL OF PRAISE is due WPB Chairman nald M. Nelson for insisting against powerful position that his four orders looking toward a sumption of peacetime industrial activity should put into effect. Our great advances in France, litical and military unrest in Germany and nges in the Japanese high command do not cessarily mean that the end of the war is just ound the corner, but they do serve to emphasize t its outcome is under our control, and that the ghting may well cease with great suddenness. ould such prove to be the case, the machinery r the reconversion start should at least be avail-le. These four orders provide some of this achinery, and set a pattern for more to come.

The military men who opposed the reconversion ders are properly concerned lest labor, badly eded in certain war industries for a long time to me, will be hard to hold in the face of reconver-on planning and the resumption of peacetime man-facture. This, however, would seem to be a prob-m to meet when it arises. Probably it can be voided entirely by proper administration of the conversion orders, particularly the last one which ermits WPB field offices, subject to War Man-ower Commission veto power, to grant approval fter Aug. 15 for certain companies to go ahead on eded civilian manufacture if the required labor, lant machinery and materials are not required r war work.

One of the important possibilities of this new pro-edure is that it may eventually afford opportunity start manufacture of products that will be needed hen postwar activity begins in earnest, but which ke a relatively long time to make. Many types f installed building equipment are in this class, nd their availability might save several months in etting construction effectively under way. The im-ortance of "filling the pipeline" of building sup-lies at the earliest practicable time was brought WPB's attention Aug. 3 by the construction com-ittee of the U. S. Chamber of Commerce, which as given assurance that the problems of construc-on were receiving major attention.

Complete cooperation can be expected from the onstruction industry in such an approach to the conversion problem. Much of its supervisory ontracting personnel is marking time, and without omplaint, knowing that the first thing is to win the war. But it is also noting the progress on postwar designs being made by other elements of the construction industry, and is getting ready to start work when labor and materials are available. The rest of American industry should be equally well prepared for it is from it that the materials must come if construction is to start quickly and advance smoothly. The WPB reconversion orders are astutely timed to give industry aid and encouragement. It is to be hoped that industry will grasp the opportunity whenever it can be done without injury to war production.

Toward More Durable Concrete

ALTHOUGH MOST ENGINEERS and contractors are aware that extensive studies have been made of the effect of the use of air-entraining agents in concrete, many probably do not realize hom completely authorities have accepted such ingredients as aids toward increased durability. In so far as highway concrete is concerned, air-entrainment seems to be universally accepted. For structural concrete doubts are still expressed because of a loss of strength incident to the incorporation of air, but even here changes in mix design can largely overcome this disadvantage. In any event the principle of air entrainment is here to stay and, since the techniques of its application are beginning to crystallize, it is important that they should be widely understood.

For example, it is not the amount of air-entraining agent that should be controlled, as the first A.S.T.M. specification required, but the resulting amount of air. If strength is not to be seriously affected air should not greatly exceed 3 percent; in other words, unit weights should not be reduced more than from 148 to about 143 lb. per cu. ft. And where it is important to avoid loss of strength the mix should be redesigned by reducing both sand and water content by about the volume of the added air, thus in effect reducing the water-cement ratio.

Obviously, securing greater concrete durability by entraining air involves a good deal more than just adding a pinch of magic elixir. But by following the above principles and others outlined in the article in this issue, "How to Use Air-Entraining Cements," better concrete is definitely in prospect. How much better depends, as it always has, on the construction field men who do the proportioning, mixing and placing.

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How to Use Air-Entraining Cements

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***Contents in Brief**—Introducing air voids into concrete paradoxically improves its resistance to freezing and thawing and to scaling, but the amount of entrained air must be carefully controlled, preferably by adding the air-entraining agent to the cement at the mill, since cements vary widely in their requirements. Minute air bubbles enhance workability and permit reduction of sand and water, thus reducing bleeding and segregation, and so improve durability. Air-entraining cements cause no appreciable loss in concrete strength (particularly in lean mixes) if the mix is adjusted by reducing sand and water content. For all mixes, more uniform strength results are possible with air-entraining cements.*

PROBABLY the greatest advance in cement and concrete making since the water-cement ratio theory is the discovery that air-entraining portland cement makes concrete pavements highly scale-resistant and more durable. The gain in durability results primarily from increased plasticity and workability and decreased segregation and bleeding, and manifests itself largely in a marked resistance to freezing and thawing and to scaling due to the use of de-icing salts on pavements.

In a practice so revolutionary as the deliberate introduction of air voids in concrete, it is noteworthy that, following the use of air-entraining cement for several scores of street, highway and airport paving projects installed since 1939 in over a dozen states and cities, there is substantial agreement regarding the resistance to freezing and thawing, the resistance to scaling and the resulting improvement in durability. Doubt, where it exists, is primarily concerned not so much with the idea of air entrainment, but with the amount, whether it can be adequately controlled, and what effect it might have upon the strength of concrete.

Difficulties, where they existed, lay in considering the governing factor to be the amount of air-entraining material added to the cement rather than the amount of entrained air produced. Where the amount of entraining agent added to the cement was adjusted to provide a controlled amount of entrained air, little or no difficulty has been encountered. This method of control is discussed subsequently, together with comments on the development of this cement, the adjustment of concrete mixes when using it, the theory of entrained air voids, and the effect of such voids on plasticity, workability, segregation, bleeding, strength and durability.

Original research and tests

For a number of years our research laboratories, state highway departments, the Portland Cement Association, the federal government and others sought means to resist the scaling of concrete pavements due to use of de-icing salts. Our early studies, begun in 1935, showed no advantage in any of the various types of cement

Fig. 1. Illinois state highway pavements on Archer Ave., Chicago, after two winters of salt de-icing treatment. Normal-cement concrete at left is badly scaled, while air-entraining-cement concrete at right is practically undamaged.

available. We then turned to a
of "plasticizing agents" to im-
workability and thereby reduce
egregation and bleeding which
ribute to scaling. Among the ma-
s studied, those which provided
est scale resistance also were
istently distinguished by an in-
ed slump and a lower weight
cubic foot of concrete. These
se characteristics, supported by a
accumulation of test data, are
led to the conclusion that in en-
ed air lay the solution of the scal-
problem.

verify the laboratory studies, we
a full-scale experimental road at
Hudson, N. Y., plant in 1938. The
inal report on this (*ENR*, Oct. 10,
, p. 471) showed that of the
ous cements, sands, entraining
ts and consistencies used in the
road and subjected to identical
unusually heavy repeated applica-
of calcium chloride for ice re-
al, the slabs without entrained
particularly those containing
s with an unsatisfactory service
rd, scaled badly and rapidly,
e all those with entrained air were
ly scale resistant. Best results
e obtained from the slabs made
normal portland cement with a
ll but precise amount of air-en-
ing material interground during
ufacture.

n the succeeding years, research
testing have continued in the lab-
tory, in the manufacture of the
ent and in the field. The results
various full-scale paving projects
structed in different states and
s have been published (Minneap-
pavements in *ENR*, Dec. 30, 1943,
50; Chicago, Milwaukee and Ap-
on pavements in *Roads and*
ets, Nov., 1943, p. 57; various
io road installations in *Concrete*,
., 1944, p. 103). Of these and
es of other paving installations
lt with air-entraining cement in
past several years, some have been
jected to four and five winters of
mal service, and all have shown
rked resistance to freezing and
wing and to scaling due to use of
icing salts.

Amount of entrained air

Experience shows that for best re-
ts it is necessary to control the
ount of entrained air so that it
ll neither be deficient in some
es nor excessive in others. This

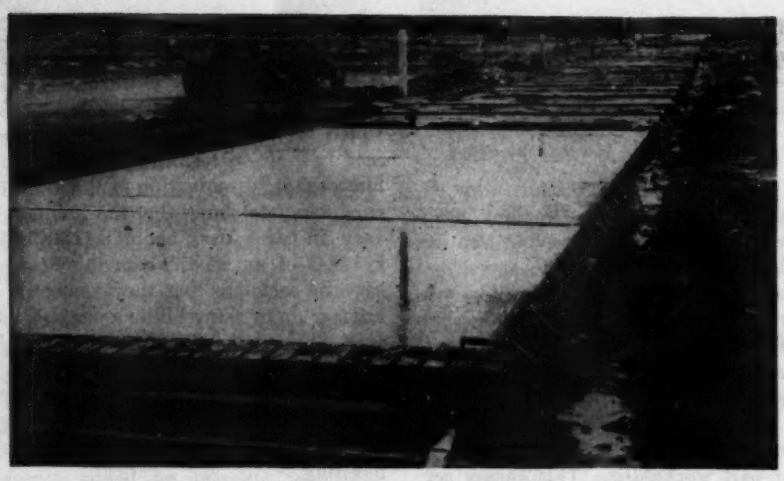


Fig. 2. Pole reflection in three 20-ft. test slabs shows comparative bleeding of concrete made with different cements. The slab in the foreground was made with normal portland cement, the middle slab with air-entraining cement, and the third slab with a blend of portland and natural cements. Absence of bleeding in middle slab is indicated by gap in pole reflection.

control of the entrained air rather than the addition to the cement of a given amount of air-entraining agent is the key to satisfactory performance. The distinction is important because the volume of entrained air depends not only upon the amount of entraining agent used, but also upon the characteristics of the cement to which it is added. A given amount of entraining agent added to different portland cements produces varying amounts of entrained air. Fortunately, the data accumulated in our tests of cement and concrete showed clearly that: (a) to establish the principle of entrained air it was necessary to make tests not only of the air-entraining cement, but more importantly of its effect upon concrete; and (b) in applying these tests to cements from our several plants, it was found necessary to vary the amount of air-entraining material used in order to produce a given amount of entrained air.

For evaluating the air-entraining properties in concrete, our research laboratories developed a standard concrete workability test. In this test the operator notes such characteristics as cohesiveness, mobility, coating of paste on aggregate, bleeding tendencies, slump and unit weight of the concrete. This laboratory control mix is purposely lean and oversanded in order to exaggerate the air entrainment so that when the cement is used in the field, the air content will not be excessive.

This control test, developed prior to our first commercial run of air-entraining cement, has proved highly successful for determining the proper amount of air-entraining agent to be used with the cement from each of our plants. Field observations over a period of years show quite consistent results in concretes made with air-entraining cements from our several plants. Air contents of the fresh concrete ranged from 3 to 6 percent by volume with only isolated cases falling slightly over or under these limits.

Subsequently our laboratories developed, and for a period of time have used, a simpler test that can be made in the cement laboratory at any plant. This consists of a mortar test using standard Ottawa sand, the Burmister mortar flow trough, and the unit weight of the mortar, from which is calculated the percentage of entrained air. From this calculation is determined the precise amount of air-entraining agent to be added to a given cement to provide a predetermined amount of entrained air.

The results closely parallel those obtained with the concrete workability test, and a considerable volume of air-entraining cement made in accordance with this mortar air-entraining test at our several plants has proved uniformly satisfactory in the field. This method of test has been submitted to Committee C-1 of the American Society for Testing Materials, and is now being actively considered. It is believed that such a

method of test will provide the desired control of air-entraining agent and achieve satisfactory uniformity in the amount of entrained air.

Entrained air reduces bleeding

A study of the reasons why entrained air improves various properties of concrete for paving also has been made. According to one school of thought, the theory of voids, segregation and bleeding, and their effect upon the durability of normal concrete and air-entrained concrete may be stated as follows:

In concrete made with normal cement, excess water often is used to impart workability. This causes segregation and bleeding. These are the twin ills of concrete, and where one exists the other also is present. The bleeding makes tiny channels to the surface and ponds under the aggregate. In addition, the water remaining in the concrete after the bleeding has taken place forms other channels in the cement paste. After the concrete has hardened, these tiny channels and ponds in the concrete and in the paste are areas where water can enter and freeze and where salts can crystallize. If the resulting expansion exceeds the tensile strength of the concrete, failure may occur, especially at such weak points as the surface, corners and edges. However, in the case of normal-cement concrete, when sufficient cement is used, and the aggregates are properly graded, and the mix is so designed on the job that bleed water in the concrete and retained water in the paste are kept at a minimum, the tensile strength of the concrete will be ample and the concrete will be durable.

How does concrete made with air-entraining cement differ from this? All portland cements contain small amounts of alkalies—compounds of sodium and potassium. When water is added to cement containing a small amount of air-entraining agent (animal fats, vegetable oils or resins), the alkalies in the cement are dissolved and combine with the air-entraining agent forming small amounts of soap. This soap also may be made beforehand and added at the grinding mills or at the concrete mixer. In this form the air-entraining agent is said to be saponified or neutralized.

The mixing action in the concrete mixer whips a small amount of air into the concrete. When an air-entraining agent is present in the mixture, the soap forms and the air becomes entrapped in uniformly distributed, microscopic air bubbles which repel each other and do not readily unite to form larger bubbles. Microscopic examination of the hardened concrete shows that the bubbles vary in size from about 1/100 to 1/1,000 of an inch. From this it is easy to calculate that they range in number up to many billions per cubic foot. These tiny bubbles, acting as highly efficient fine aggregates, permit a reduction of both sand and water, and improve durability by reducing or eliminating segregation and bleeding.

How durability is imparted

The billions of tiny air bubbles, which air-entraining cement creates in the concrete, act like ball bearings that hold apart the particles of fine and coarse aggregate. While the solid particles can roll freely on the bubbles, they cannot roll freely through or around the bubbles. This prevents the particles from settling or moving out of their relative positions. Thus the concrete is very plastic, less water is needed for a given workability, and segregation and bleeding are greatly reduced or eliminated.

Even if excess water is used there is less segregation and bleeding than with normal cement because of the action of the bubbles. Therefore there are few or no channels formed by segregation and bleeding, but only the tiny channels formed by the retained water in the cement paste. When water enters these, the expansion of freezing water or of crystallizing salts does no damage to the concrete partly because of the small volume of water relative to the surface of the channels, and partly because of the cushioning effect of the air in the tiny voids left by the bubbles. This not only fortifies paving concrete against the action of freezing and thawing weather but also against the expansive action of crystallizing salts used for de-icing purposes.

Necessary mix changes

When air-entraining cement is used, consideration must be given to the increased volume of concrete resulting from the bulking effect of the entrained air. The quantities of materials that produce one cubic yard of concrete when normal cement is used will produce more than a cubic yard when air-entraining cement is used. The excess varies with the proportions and the aggregates used and can best be determined by trial mixes. To say it another way, the yield per bag of cement will be higher but the concrete will be correspondingly leaner and weaker for a given mix with air-entraining cement than for the same mix with normal cement. However, since air-entraining cement makes concrete much more plastic, better workability than with normal cement can be obtained with less sand and less water. Thus when the mix is adjusted, primarily by reducing the sand and water content and by using the same amount of cement per unit of volume of concrete, air-entraining cement will develop about the same strength as normal cement.

To impart suitable workability with normal cement, lean mixes require more sand and water than rich mixes. Accordingly the use of air-entraining cement permits a greater reduction in sand and water with lean than with rich mixes. For example, the use of air-entraining cement generally permits a reduction in sand content of about 3 to 6 percent of the total amount of aggregates. It also permits a reduction in water of about a gallon or more per sack with lean mixes, and of less than half a gallon per sack with rich mixes. Our tests show that with lean 4-sack concrete higher strengths generally are obtained, while with rich 7-sack concrete somewhat lower strengths are obtained with air-entraining cement than with normal cement on the basis of the same yield.

Strength versus durability

For years it has been believed by many that the durability of concrete varies with its strength. However, as shown in the foregoing, this is not necessarily true, especially for concrete subject to severe exposure. In any event, durability should not be sacrificed for strength. It should also be emphasized that with present-day cement it is possible to make concrete twice as strong as with the cement of 25 years ago; that allowable working stresses have not increased in the same degree; that many building codes still call for 2,000-lb. concrete at 28 days, whereas with air-entraining cement it is possible to secure this strength at 7 days.

rthermore, the loss or gain in gth due to use of air-entraining nt generally is less than the vari- s ordinarily obtained in the lab- ory and in the field with normal rete. For example, in making gth tests of normal-cement con- , cylinders from the same lab- ory batch may vary up to 10 per- or more, and from a given field h by as much as 20 to 40 percent the average. The present tenta- standard specification for ready- ed concrete of the ASTM recog- this variation by providing that strength test shall have an aver- value less than 80 percent of the ified strength." In the final re- the loss of strength, if any, is less ortant than the gain in durability the improvement in other desir- characteristics that the use of air- aining cement has been shown to vide.

Because of some reports that extended mixing times in transit-mix trucks cause excessive air-entrainment, we made laboratory tests to study this question. All concrete for these tests was in the proportion of 6 bags of cement per cubic yard, and was mixed in a revolving horizontal drum type mixer of nominal 1-sack capacity.

Mixing times of 5, 15, and 20 min. were used (a) with the mixer drum sealed tight, and (b) with the cover removed. Included in these tests were Types I and II portland cement, and high and low alkali portland cements, with dry and saponified entraining agents added in amounts precisely determined for proper performance in accordance with the control test previously mentioned.

Within the range covered in these laboratory tests we were unable to reproduce, with the mixer either sealed or open, the reported conditions of excessive air entrainment.

Tests also were made to show the relative effect of low temperatures and the use of calcium chloride in the concrete made with normal cement and with air-entraining cement. The tests showed that both concretes were affected in the same manner by low temperatures, that the use of calcium chloride in the mix increased the early strength of concrete with both cements, and that air-entrained concrete, with or without calcium chloride in the mix, had the same superiority over normal concrete in resistance to scaling.

In conclusion, experience shows that, compared with normal cement, air-entraining cement makes concrete that dumps, spreads, screeds and finishes more easily, and that is more cohesive, more workable, more uniform and more durable throughout.

Behavior of Flexible Steel Pipe Under Earth Loads

Experience has shown that flexible el pipe under earth load in trenches embankments cannot be designed perly by using standard methods ployed in the design of rigid pipe, ording to Russell E. Barnard, ad- ory engineer of the spiral welded e department, American Rolling ll Co.

In a paper presented before a re- t meeting of the American Water rks Association, Mr. Barnard nted out that underground pipe uld be classified in three cate- ries: (a) Rigid conduit whose ss-sectional shape cannot be dis- ted sufficiently to change its hori- tal or vertical dimensions more n 0.1 percent without causing in- ious cracks; (b) semi-rigid pipe ose dimensions can be distorted re than 0.1 percent but not more n 3 percent; and (c) flexible con- it whose dimensions can be dis- ted more than 0.1 percent but t more than 3 percent; and (c) xible conduit whose dimensions can distorted more than 3 percent with- t causing injurious cracks. Plain or inforced concrete pipe and burnt y pipe are considered rigid, cast on pipe is semi-rigid, and steel pipe having either light or heavy walls is called flexible conduit.

Design of flexible conduit by the flexure or bending moment theory of analysis, similar to that commonly employed for designing cast iron pipe either in trenches or under fills, fails completely to explain the proven performance of flexible pipe under earth load. Typical of flexible type conduit are the conventional corrugated riveted culverts used under railroads and highways.

Results from tests

Extensive loading tests on flexible conduit conducted by Dean Anson Marston of Iowa State College, the American Railway Engineering Association, and the University of North Carolina, indicate that the load sustained on rigid pipe tends to concentrate at the top and bottom. Flexible conduit, on the other hand, deflects and distributes the load around its circumference, resulting in unit pressures at the top and bottom equal to one-third of the pressures on a rigid pipe under identical loading. The side pressures, however, are much greater.

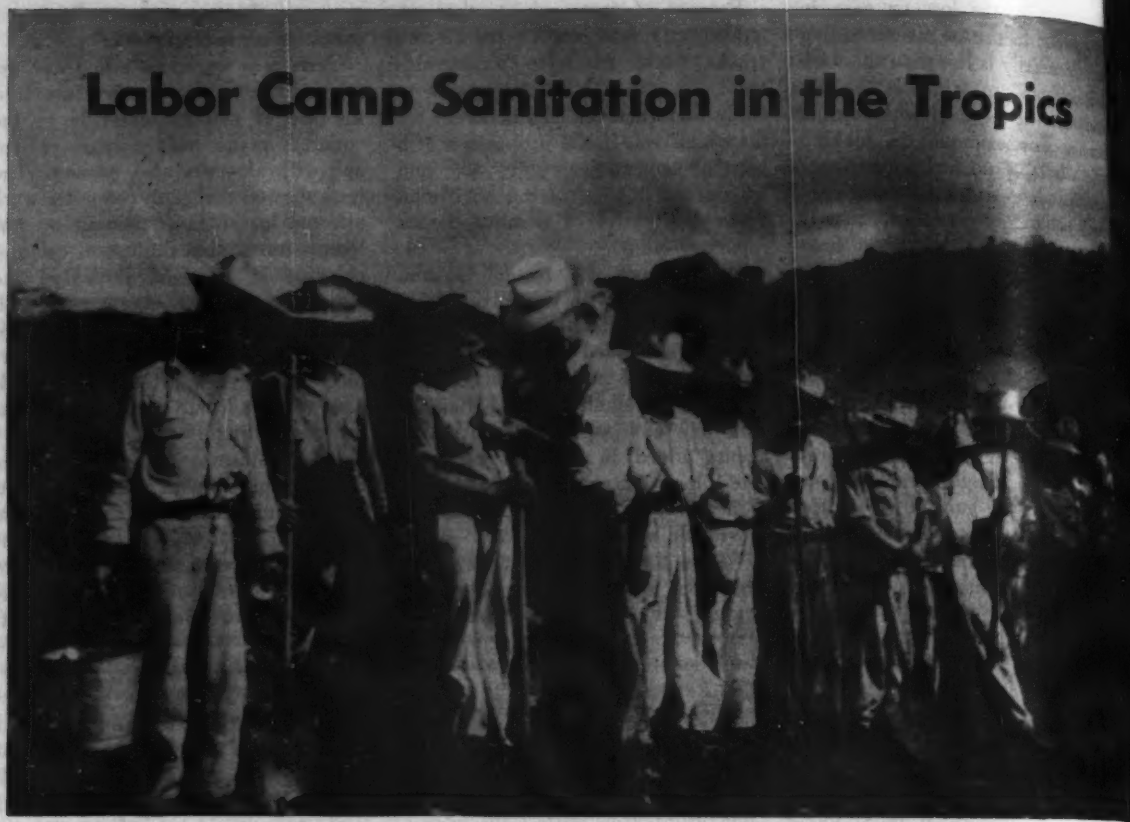
Although the maximum load-carrying capacity of flexible conduit depends to some extent on the wall thickness, it is able to make full use of the load-carrying ability of the earth surrounding it. Since this type of steel pipe may change shape without failure, it transfers part of the vertical load into a horizontal thrust which is resisted by the passive earth pressure at its sides as they move outward. If the wall were rigid such movement could not occur without failure.

Transfer of load

It follows then that rigid pipe must carry the entire superimposed earth load, whereas flexible conduit divides the load with the earth enclosing it. Therein lies the inherent difference between rigid and flexible behavior and the explanation why the bending-moment formula applies to the analysis of rigid pipe but not to flexible conduit.

On a basis of load consideration, a rigid pipe under a fill or embankment may carry a load greater than the prism weight directly over it by the amount of frictional force drag between prism and side earth, while a flexible conduit carries a load which is less than the same prism weight by an uplift amount dependent on a similar frictional force. With rigid pipe the frictional force is *additive* while with flexible conduit this force is *subtractive.*

Labor Camp Sanitation in the Tropics



C.I.A.A. photo

Fig. 1. Workmen are lined up to receive atabrine tablets for malaria control on a road construction job in Hondura

Health and Sanitation Division Staff

Office of the Coordinator of Inter-American Affairs
Washington, D. C.

Contents in Brief—On a road construction job in Honduras employing 1,700 native laborers, a camp sanitation and medical care program was provided at a cost of 29 cents per man per day. This amount covered all expenditures for housing, hospitals, kitchens, complete sanitary facilities, maintenance and policing, as well as medical care. An account is given of the measures employed, the type of facilities and the construction costs.

PROVIDING HEALTH PROTECTION and good living conditions for common laborers in isolated construction camps a form of insurance that pays dividends. How to provide such insurance at low cost is detailed in the following account, which is a summary of experiences on a road project sponsored by the Emergency Rehabilitation Division, Office of the Coordinator of Inter-American Affairs, in tropical Honduras.

On the construction of this 40 mi. highway between Potrerillos and Pito Solo (cost of which was $1,226,000) the medical and camp sanitation program was carried out by a field party of the Health and Sanitation Division of the Coordinator's office. Some 1,700 men were employed on this work for one year, distributed among 28 camps.

The entire cost of providing housing accommodations, kitchens, complete sanitary facilities, personnel for maintaining and policing the camps and complete medical care and hospitalization facilities was about $90,000. This averages 29 cents per man per day.

Experience along the Potrerillos road indicates the desirability of combining curative and preventive med ical work under a single administra tion. Furthermore, it has been foun that each camp should have its ow medical and sanitary unit. The max mum personnel and sanitary facilitie desirable for a complete program in camp housing 200 to 400 laborer should be about as shown on the fo lowing page in Table I.

If severely injured or critically i patients are sent to hospitals in near communities, and if a traveling di pensary is used to make malaria ma blood surveys, the above personn and medical facilities can be reduced The hospital and laboratory may b eliminated and only a small dispensar provided to serve as headquarters o the sanitary inspectors and provide central location for emergency me ical treatment and storage of dru and materials.

The medical aide would distribut atabrine and give emergency medica treatment. The sanitary inspector would carry out routine larvacidal op erations, dispose of garbage, maintain all the sanitary facilities and assist i

g that health regulations were erly followed. During the initial truction of a camp the builder ld furnish the labor needed to the dispensary, the sanitary well, privy, and the garbage pits and en waste drains.

e health protection program ld include, in order of impor-e: (1) malaria control, (2) med-care, (3) general sanitation, and immunization.

Malaria control measures

e most important health measure ted in connection with the con-ction of the Potrerillos road was compulsory use of prophylactic rine for malaria control. All kmen were required to take two gram tablets of atabrine at one on Tuesday and Friday of each k. In order to be sure that the ata-e is not thrown away or kept to old, the workmen are lined up and the required dose in the presence medical aide who distributes the rine and keeps a record of dos-administered. Toxic reactions n this drug have been very few since the protection afforded has come evident to the workmen they e taken the medicine quite will-ly.

n order to keep the number of pheline (malaria-carrying) mos-itoes in the camp areas at a mini-m, sites were selected to avoid as as possible proximity to anophe-e breeding waters. Mosquito pro-ction is controlled by oiling all nding water within a radius of out ½ of a mile. The oiling schedules arranged so one or two men work-continuously can spray each eding area at least once a week.

None of the camp buildings other n the dispensary and hospital is eened. However, in some cases py-hrum-kerosene mixture is sprayed control adult mosquitoes in mess ls and other places where workers ther in the evening. The job of aying mess halls and other build-is assigned as a regular duty of a itary inspector. Specific results m this work cannot be determined t it is probable that the pyrethrum aying is not a major factor in mal-a control in these camps.

A small dispensary is provided at ch camp to serve as headquarters r medical and sanitary staff and to ovide facilities for care of the sick and injured. A laboratory and hospital were provided at each of two locations, serving the northern and southern sectors of the road. The dispensary and hospital buildings, of timber construction, are tightly screened and well lighted and ventilated. The hospital should have a capacity equal to about 3 percent of the camp population.

TABLE I—PERSONNEL AND FACILITIES FOR A 200-400-MAN CAMP

Personnel

Physician	1 at	$200	per mo.
Medical aides	2 at	$65	" "
Male nurse	1 at	$45	" "
Hospital orderly	1 at	$25	" "
Chief sanitary inspector	1 at	$45	" "
Sanitary inspectors	2 at	$30	" "
Day laborers	2 at	$25	" "

Medical and Sanitary Facilities

Combination medical dispensary, laboratory and small hospital. Capacity of hospital should be at least 3 percent of camp population.
Oil spraying equipment for mosquito control within radius of ¾ mi. of camp.
Sanitary pit latrines.
Well or other protected source of water.
Garbage receptacles and disposal pits.
Kitchen and sink drainage pits.

Water supply provisions

Either a shallow well or a surface stream provides the source of water at each camp. As originally used, these sources were subject to gross contamination. In Fig. 3 is shown an open top well which is unprotected from surface drainage and is subject to serious contamination by spilled or wasted water which falls back into the opening. Filth tracked onto the scant platform is certain to be washed back into this well.

The same well as reconstructed is also shown in Fig. 3. A ditch intercepts and carries away surface water. The pump is offset so that users do not have to stand on the well platform, and water spilled at the pump drains away from the well opening. A fence enclosure to keep animals away from the well and to prevent careless crossing or standing on the wooden platform would provide further protection.

In Fig. 4 (left) is shown the original source of water at another camp. This pool was probably used for drinking, bathing, and laundry on occasion. If used only as a source of drinking water, it was still subject to contamination by surface wash and by the feet of persons coming for water.

This source was replaced by the well shown in Fig. 4 (right); the well is beneath the box. The pump is offset 10 ft. and a drainage ditch and wire enclosure are provided. Wells should be located upstream from the camp and the latrines downstream.

The greatest single measure for protection against infection by the com-

Fig. 2. Washstand and screened soaking pit for kitchen waste water. Separation of these facilities from the kitchen minimizes fly and odor troubles.

Fig. 3. Bad and good practice in shallow well construction. Failure to cover the well shown at the left invites pollu of the supply from spilled water and from filth tracked onto the platform. This same well was reconstructed (at rig to provide a tight platform and drainage away from the well hole; note also that the pump is offset from the wel that spillage will not drain into the well hole.

mon intestinal parasites is the disposal of fecal matter beneath the ground. Sanitary latrines for this purpose are easy and cheap to build. Enforcing their use is more difficult. At first a few workers had to be jailed before they would conform. Furthermore, it was found necessary to station a sanitary inspector at latrines when they were first put in service to assure their being properly used.

A simple type of box latrine installation was used for camps along the Potrerillos road. These were located as conveniently as possible, but always downstream from the source of water. The pit is about 6 ft. deep, surface water drains away from the pit, and the box seat is as fly-tight as possible. One seat is provided for every 25 men. A sanitary inspector limes the pit contents daily as part of his regular routine.

Food sanitation facilities

Sanitation of kitchens consisted in providing better arranged open-sided buildings, with outside washstands, soaking pits for washwater, and ditch drains on all sides of the buildings. These measures were supplemented by daily inspection of the kitchens for general cleanliness. An appro type of kitchen with outside w stands and proper drainage is sho in Fig. 5; the washstands at t kitchen are placed over the drain ditch.

This scheme was improved upon using soaking pits about 3 ft. squa and 5 ft. deep, filled with stone a covered with screen. The coarse fo solids caught on the screen are r moved daily. A typical, washstand i stallation with a screened soaking p for kitchen waste water is shown Fig. 2. Separation of washing oper tions from the kitchen building h

Fig. 4. Wrong and right way in handling surface water supplies. The pool at the left is subject to contamination fro runoff and by the feet of the bucket carriers. It is much better practice to put down a well a few feet from the edg of the stream, service this with a pitcher pump, and enclose the area with barbed wire.

d very satisfactory in reducing
d odor difficulties. With this ar-
ment, the drain around the
n building serves only to re-
rainwater.

bage is placed in fly-tight re-
les and these are emptied daily.
ge is disposed of in pits and
daily accumulation is covered
3 in. of earth. When a pit is
within 12 in. of the surface, its
discontinued and the balance of
ole filled with earth. Fig. 17
two pits which have been filled
n open pit still in use.

xpensive but neat barracks were
ded at each camp for housing
ers. The barracks were inspected
arly and the ground around them
ed for neatness. Thatched roofed
cks, designed to house 72 men
cost little more than unregulated
unsanitary huts which are or-
ily used.

Benefits and cost

e health work at the camps along
Potrerillos road has probably re-
d many times its cost in in-
ed labor efficiency and reduced
lost from incapacitating illnesses.
education of laborers in cleanli-
and care of health may prove to
f greater value than the immedi-
increase in efficiency of the con-
tion program.

TABLE II—COMPILATION OF CONSTRUCTION AND OPERATING COSTS

28 barracks at $770 ea.	$21,560
41 kitchens at $100 ea.	4,100
6 wells at $10 ea.	60
17 garbage pits at $5 ea.	85
32 latrines at $15 ea.	480
40 cesspools at $5 ea.	200
Hospital	1,266
House for doctors	770
Miscellaneous (including water supply system and infirmary)	1,200
Total	$29,721
Costs of operating medical aspects of the program (excluding construction costs, but including wages for personnel used in sanitation and "policing" aspects of program)	$59,904
Approximate number of man days of labor Oct. 1942 through Oct. 1943	433,380
Cost per man day of labor for complete program (including housing, kitchens, in which food is prepared, sanitation facilities, complete medical and hospitalization care)	0.29

Construction and operating costs of the program are detailed above in Table II.

The total program cost was $89,625, or approximately 29 cents per day per man. This would appear to be very high, but it should be pointed out that included in the figures is the complete cost of providing: (a) housing accommodations for 2,800 men (100 men in each of the 28 barracks), (b) kitchens in which the food for these men could be prepared, (c) complete sanitary facilities (i.e., walls, garbage pits, latrines, and cesspools), (d) personnel for maintaining and "policing" the camps, (e) complete medical care and hospitalization facilities.

Furthermore, no consideration has been given to any salvage values derived from demolition of the various facilities in camps, as some camps were abandoned and other constructed further along the route of the road; nor was any value placed on the inventory of supplies and equipment on hand as of October 31, 1943, the last date used in the study by which the data presented were derived.

Direction of work

Health and sanitation activities in the Office of the Coordinator of Inter-American Affairs in Washington are under the direction of Col. A. R. Dreisbach, M. C., director of the division, and Lt. Col. H. B. Gotaas, Sn.C., assistant director and chief engineer. The field director in Honduras is Dr. I. F. Tullis, Jr., who is responsible for the medical phases of the program; engineering operations were conducted under the direction of Maj. P. C. Karalekas, Sn.C.

5. Open-sided thatched roof buildings are used for kitchens, supplemented with the addition of outside washstands Fig. 21. It is important to provide drainage ditches around the buildings.

Pacific to Amazon Highway

Major General Julian L. Schley
Director, Transportation Division
Office of Inter-American Affairs

Contents in Brief—A daring piece of engineering, whose planning was aided by a missionary's diary nearly 200 years old, was necessary in constructing the new Lima-Pucallpa highway connecting the Pacific Ocean and the Amazon basin across Peru's towering Andes ranges. Climbing almost 16,000 ft. in the first 87 miles, then traversing the 13,000 ft. Andean plateau, the highway emerges into the tropical Amazon jungle through a canyon 6,000 ft. deep to constitute an important strategic auxiliary to the Pan American Highway system.

AN OUTSTANDING wartime accomplishment of the Republic of Peru and an important contribution to the Allied war effort is the completion of the strategic Ocean-to-Amazon highway that now connects Peru's Pacific-Coast ports with the upper Amazon valley. This valley is today the Western Hemisphere's source of natural rubber, quinine and other strategic materials.

"The completion of the Lima-Pucallpa highway uniting Lima, the capital of Peru, with Iquitos, the capital of our great eastern frontier region, thereby closing the final link in the chain of land and water communication between the Atlantic and the Pacific oceans, marks an historic epoch in the economic development of our nation and of the entire Amazon Valley," said Manuel Prado, president of Peru, at the recent official opening of this important highway link.

The trip from Lima to Iquitos now takes only five days—two by motor car on this highway and three by river steamer—and costs about $17. Previous to the completion of this 522-mile highway, the 30-day overland trip by mule and by canoe between these two cities was so arduous that many travelers preferred to go the long way round by steamer—up to the Panama Canal, around northern South America to the mouth of the Amazon and up the Amazon to Iquitos, a total distance of over 5,000 miles.

The first section of the Lima-Pucallpa Highway, that from Lima to the central plateau, is known as the Central Highway and has been completed for several years. It has an asphalt surface for 116 miles, or as far as Oroya.

This Central Highway is one of the most daring pieces of highway engineering in the world, for, in the first 87 miles of its length, it climbs through a series of canyons, unbelievably narrow and steep, and crosses the Anticona Pass at almost 16,000 ft. above sea level. At one point the road crosses itself twice by bridge in a great climbing figure-8 loop, the only loop of this kind in America (see insert, Fig. 2).

From the top of the pass the road continues at an average elevation of over 13,000 ft. until Cerro de Pasco is passed. It then dips into and out of a series of lower valleys.

An over-night stop is usually made at the picturesque town of Huanuco, 260 miles from Lima and 6,600 ft. above sea level. Here the government has built a modern hotel with accommodations for 62 guests.

Descends to tropical valley

Continuing eastward from Huanuco the highway crosses some of the lesser ranges of the eastern Andes and drops down into the tropical valley of the Huallaga River to the frontier town of Tingo Maria, which a few years ago was only a collection of thatched huts marking the end of the trail. Today it is on its way to becoming an important town boasting of a new hotel with accommodations for 48 guests, a new and up-to-date tropical hospital with 40 beds, a government agricultural experiment station whose building cost $160,000, quarters for various government officials and administrative officers, a modern school, two sawmills, warehouses and stores, and an active traffic on the Huallaga River.

Beyond Tingo Maria the highway almost loses itself in the heavily forested ridges of the Blue Mountains. Here enters one of the most romantic episodes in its construction.

The problem was to get out of a valley 2,200 ft. above sea level, over a range 7,000 ft. high and down to the Ucayali River. No pass through the

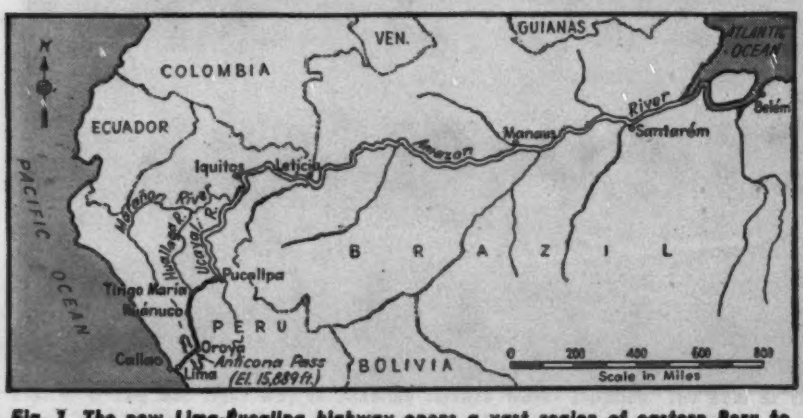


Fig. 1. The new Lima-Pucallpa highway opens a vast region of eastern Peru to easy access from the Pacific coast and shortens travel to the Amazon.

mountains could be found. Someone then remembered that, in past centuries, the Franciscan missionaries had explored much of this country in their efforts to convert the Indians. How did they get through? The engineers delved into dusty church archives in Lima where they studied old diaries and musty, faded field notes of those hardy brown-robed men who were explorers as well as missionaries.

Then, in the spring of 1937, Frederico Basadre, one of the engineers, found the long-forgotten records of the Franciscan missionary Fra Alonso Abad, which covered twelve closely written manuscript volumes. Here was a record of a long and exhausting search through the dark and uninhabited jungle for a break in the Blue Range and a way through to the Amazon—but let the record speak for itself:

"In the spring of 1757," says this old diary, "we organized a new expedition, leaving the Indian village of Cuchero on May 4 with 17 Indians and arriving on May 15 at Tulumay, and, following the directions of a previous expedition, we discovered, on the 25th day of May the 'Paraja' where a passage seemed to open in the broken country which led to a gorge or canyon leading in the direction of the forest-covered Pampas of Sacramento (or Amazon lowlands)." The reader must remember that this little band was groping its way through an almost impenetrable tropical jungle.

Rediscovers canyon

On July 22, 1937, Mr. Basadre, following the exact directions written nearly 200 years before, found the same canyon which the Yuracyacu River had cut in an easterly direction through the Blue Range. No other person had been through this gorge in nearly two centuries, for this part of Peru is uninhabited. This canyon, which has been named after Padre Abad, is a deep, narrow transverse crack through this range, brought about by some gigantic seismic disturbance of the past. This crack is a little less than 3 miles long, not over 300 ft. wide in places, and 6,000 ft. deep. The bed of the gorge is 1,400 ft. above sea level. Three tunnels and three bridges were required to get the road through at the side of the river.

Leaving the canyon, the road crosses the Aguaytia River, where a bridge 2,560 ft. long is yet to be installed. The crossing is now effected by a ferry, and the road continues across the forested virtually uninhabited lowlands to Pucallpa on the Ucayali River, a tributary of the Amazon.

Pucallpa, only a frontier village five years ago, now bids fair to become the metropolis of eastern Peru. It already has an airport, a hospital, a school, and other modern buildings. River steamers towing barges now ply between Pucallpa and Iquitos, to which point ocean steamers up to 6,000 tons come 2,300 miles up the Amazon from the Atlantic.

A new fast route

The opening of this new route is of great strategic importance, apart from its economic value. It is already described as a vital auxiliary of the Pan American Highway system.

A regular overland mail and parcel-post service between Lima and Iquitos has been established. The first mail truck left Lima on the morning of Sept. 8, 1943, and made the 522-mile run to Pucallpa in 14 hr. and 20 min. or an average of over 37 mph.

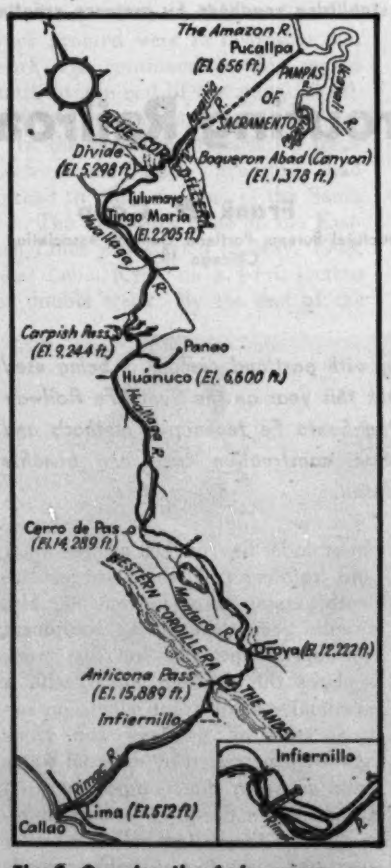


Fig. 2. Crossing the Andes ranges presented difficult location problems. Note the figure-8 loop at Infiernillo.

At Pucallpa the mail is placed on board a river steamer for the 3-day, 650-mile run to Iquitos. Passenger buses make the run between Lima and Pucallpa in two days with an overnight stop at Huanuco. A transportation company has been organized to handle shipments of merchandise between Lima and Iquitos.

The wartime completion of this highway, which was begun several years ago, is credited to the driving force of Don Carlos Moreyra y Paz Soldano, Peru's dynamic Minister of Public Works and Development, who has made this task a No. 1 objective of his administration.

Resources of the region

This Amazon valley region is rich in rubber. With the aid of United States credits, there has been established a Peruvian Amazon Corp., which will develop other tropical products of strategic importance, such as quinine, jute and cocoa.

A most significant phase in the development of this new region was the discovery of oil, some six years ago, at a point about 50 miles upstream from Pucallpa on the Pachitea River and only about 20 miles from the line of the present new highway. So far as is known, this is the only dependable supply of petroleum in the Amazon valley.

A small topping plant has been installed here at the Blue Goose wells and is now supplying gasoline and oil at the rate of 2,000 barrels a month for the river transport from the upper Amazon valley to the city of Iquitos and to nearby Brazil.

Highways of penetration

The "highways of penetration," aimed to connect Peru's coastal and plateau regions with the Oriente, or the Amazonian Basin, are: (1) the Pucallpa Highway just described, (2) the Olmus-Maranon Highway in the north, now well under way, (3) the Urcos-Marcopata-Madre de Dios Highway, and (4) the Huambutico-Paucartambo-Madre de Dios Highway. The last two are in the Department of Madre de Dios and branch off to the east from the two named stations on the Cuzco-Puno railroad. Other highways of penetration are being considered, but work on them has not yet begun.

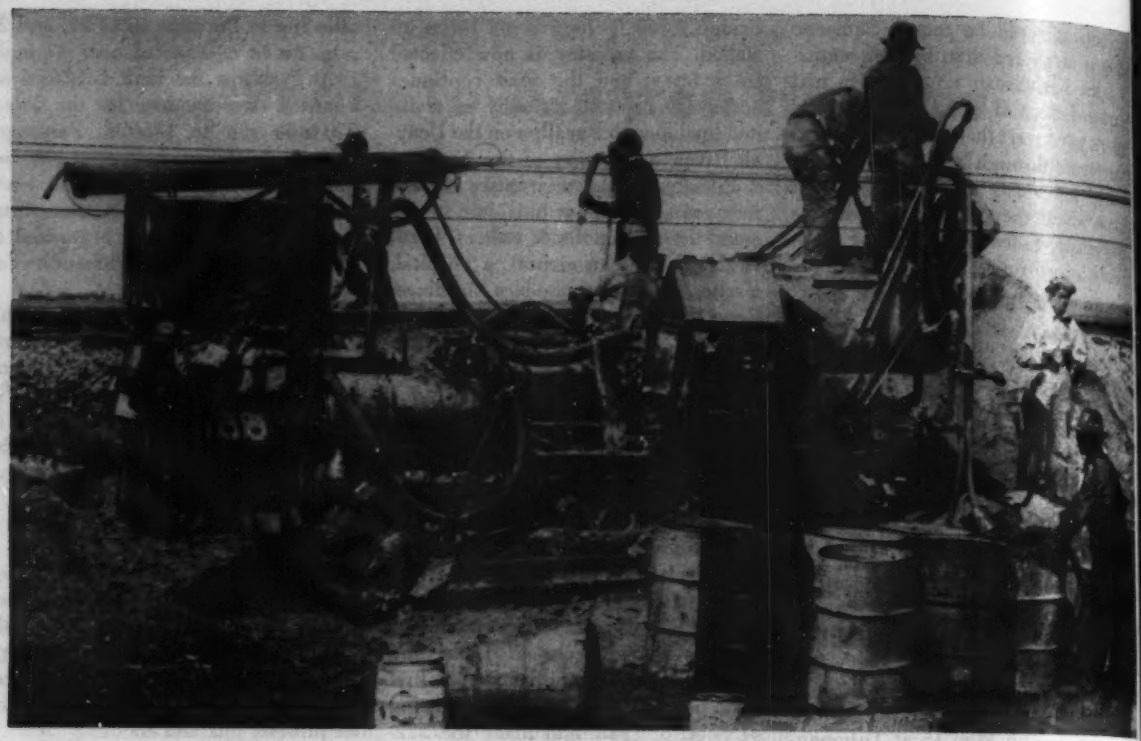


Fig. 1. Tractor-mounted equipment for stabilizing roadbeds by pressure grouting was improvised by Santa Fe engineers.

Pressure Grouting Railroad Roadbeds

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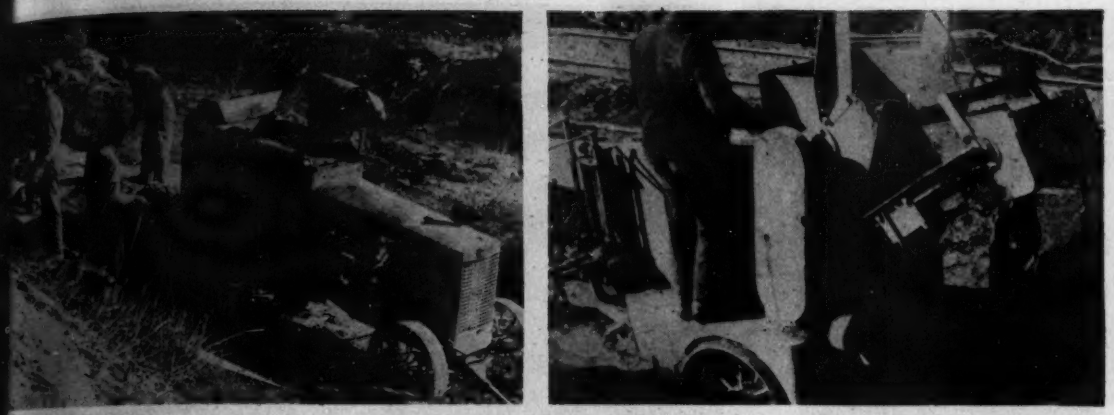
***Contents in Brief**—Pressure grouting with portland cement is being used to stabilize 100 miles of main line track this year on the Santa Fe Railway system in Kansas. Development of the Santa Fe technique, methods and equipment employed, gang organization, construction costs and benefits of pressure grouting are discussed in detail.*

STABILIZATION of railroad roadbed by pressure grouting with portland cement has met with such success on the Santa Fe Railway during the past two years that the company is grouting 100 mi. of troublesome roadbed this year between Emporia and Holliday, Kans. The technique involved is not designed to form a structural subballast concrete slab, but rather it is to stabilize the existing supporting material.

The chief objective of pressure grouting, according to theories of the Santa Fe engineers, is to force out from under the roadbed all free water and liquified soil which surges violently under train movements. Hydraulic pressure grouting equipment developed especially for this work replaces the expelled liquid with a portland cement grout which, on setting, seals all passages and voids against penetration by external water from above or that pumped up from below. When the grout stiffens it incorporates the ballast and soil into a cemented mass that distributes loads uniformly over the roadbed.

Grouting of the 100-mi. stretch of roadbed is being performed simultaneously by ten grouting outfits. Seven are commercial units and three are units improvised by the Santa Fe during their investigations of the effectiveness of the method during the past two years. All ten grouting gangs started work near one end of the project, spaced at ¼-mi. intervals. Work proceeds in one direction with each gang completing its assignment to connect with that of the adjacent unit. They then advance by leapfrogging around treated sections to the next assignment.

A schedule has been set up calling for an average grouting rate of 440 track feet per day per unit, or ¼-mi. for the 10 gangs. After the roadbed is grouted, all ballast is removed to 8 in. below bottom of ties and replaced with chat ballast. The present



2. Originally designed for charging the grout mixer by hand (left) commercial units were improved to include a ...ging hopper and premixer (right).

...-lb. rail is being replaced with ... 131-lb. rail throughout the 100- ... of track improvement.

To continue studies

Several improvements in grouting ...hnique are expected to result from ... elaborate setup established for this ...ge project which contains all kinds ... track conditions. Maintenance ...dies and the observation of train ...ovements over such a long section ... treated track will provide an oppor- ...nity to establish the full value of ...ck grouting.

Another benefit will be the training ... a number of foremen and key labor ...ngs which may serve as nuclei for ...ck grouting units throughout the ...nte Fe system.

Pressure grouting on the Santa Fe ...ilway dates back to December, ...41, when attempts were first made ... stablize two 200-ft. long water ...ckets on a section of roadbed near ...nton, Texas. Pneumatic equipment ...s improvised and techniques em- ...oyed on pioneer pressure grouting ...rk were followed. Air pressures up ... 100 psi. were used and experiments ...re made with a variety of grout ...ixtures.

Hydraulic method is preferred

Although this pneumatic method ...et with some success Santa Fe engi- ...ers became convinced that they ...uld obtain better results by using ...ydraulic pressure for injecting the ...out. Accordingly, a home-made ...ydraulic grouting outfit was impro- ...sed from equipment normally avail- ...ble in track maintenance. It was ...ven a field trial, and subsequently ...echanical changes were made from time to time to improve its operation.

Working technique, accessories, number and distribution of men in the grouting gang, and other factors were given careful attention. Studies of grout mixtures, hydraulic pressure, type and spacing of injection points proceeded simultaneously.

Initial reports on the riding characteristics of the small sections of track grouted were so favorable that work was continued in this region until, by the end of last year, 30 mi. of track were grouted.

In the meantime reports on track performance after grouting had spread to other regions of the Santa Fe. The first work done on the Eastern Lines was started in May, 1943, near Lebo, Kans. on a ½-mi. section of double track. By the end of the year 5 mi. of track had been stabilized in this district.

Successful results obtained with these two improvised units under widely varying track conditions demonstrated the possibility of pressure grouting for track stabilization so thoroughly that Santa Fe officials considered the time ripe for development of equipment capable of more efficient and rapid grouting.

Commercial units developed

At this time the Koehring Company of Milwaukee became interested in developing such equipment for commercial sale, and dispatched representatives to study equipment and techniques developed by Santa Fe.

As a result, a standard hydraulic pressure mud jack was modified by

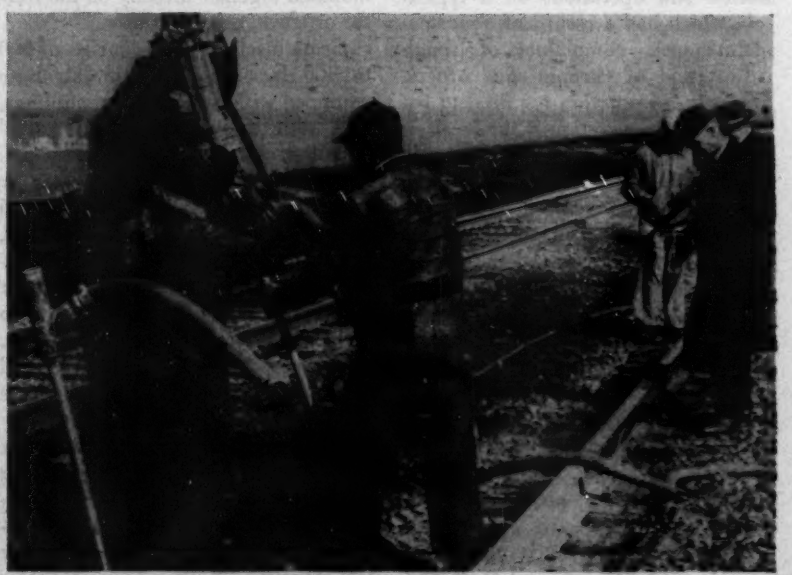


Fig. 3. Grout-injection points and bull points are driven by an air hammer.

Fig. 4. Bull points (left) and short injection points are pulled with pinch plate and claw bar. For longer injection points (right) a pole and chain works well.

Koehring and given a preliminary trial on pressure grouting of a track near Edgerton, Kans. It was returned to the shops to correct certain mechanical difficulties and to adapt it more closely to track grouting work. Results were so promising that a second unit was rebuilt, introducing additional modifications which further improved grouting operations. Seven of these units are being used on the 100-mi. stretch of Santa Fe track.

Santa Fe's grouting technique

A clear picture of the Santa Fe technique of pressure grouting is best illustrated in the following description of equipment, gang organization and operations on a typical job, which had a record of abnormal maintenance, complaints of rough riding, and of chronic slow orders. The only information required to begin grouting operation is the location and length of track to be treated and a description by the section foreman of the spots giving the most trouble.

An accurate subsurface survey is provided automatically by the changing resistance to penetration encountered as injection points are driven through various roadbed materials. Under-track conditions are far from uniform and the quantity of grout that can be injected at any location varies between wide limits. Grouting materials, therefore, are ordered on average quantities required under similar conditions.

Grouting equipment is carried to the job on a flat car, and tools and spare parts in a tool car. Labor gangs sleep and board in camp cars. Initial cars of sand and cement arrive with the camp and equipment, and other cars follow as required.

Water supply, frequently a difficult problem, is settled before starting the job. In arid locations water may be delivered by truck or train to portable tanks for job storage.

Tractor-mounted equipment

Large equipment includes either a tractor or 4-wheel drive truck with power take-off, a two stage compressor, and a grout mixer and pump including a charging hopper with hoisting device. The mixer, pump, batching and hoisting apparatus are mounted together directly on the tractor or truck, or on a trailer.

Grout discharge line consists of 100 to 300 ft. of 5-ply, 1¼-in. air hose equipped with quick-acting couplings, and with a standard "glad hand" train line coupling at the delivery end.

Equipment for driving holes for grout-injection points include 3 to 6 bull points about 5 ft. long, claw bars, track jacks with base notched to provide a more effective uplift, and air hammers. Air hammers have 200 to 300 ft. of ¾-in. air hose and couplings. Grouting points of 1⅛-in. I. D. steel tubing are provided in various lengths up to 10 ft.

A 500- to 1,000-gal. tank truck equipped with a small self priming centrifugal pump capable of delivering 700 gal. per hour is used in addition to two 600-gal. stock tanks for job storage.

A large, powerful motor car and two push cars or trailers transport the gang, cement and tools from camp to job, and a small inspection motor car is provided for the machine operator to go to and from the job independently.

Sand is dumped on the subgrade shoulders in half-carload piles, spaced according to the estimated amount of grout required. Water tanks and cement are spotted near the sand piles and grouting equipment is positioned where sand and cement can be batched easily into the charging hopper.

Typical grouting gang

A typical grouting gang employs one foreman, a machine operator, one truck operator and from 7 to 20 track laborers. Considerable thought has been given to organization and the sequence of grouting operations in the interest of speed and economy of performing the work.

The machine operator directs the placing of equipment. He starts up the equipment before the gang arrives each morning and keeps it lubricated and serviced throughout the day. He also operates the grout pump and usually has a helper. After work stops at night they clean the equipment and make minor repairs. The small overtime expense of the machine operator and his helper is well justified by the avoidance of equipment breakdowns which would delay the entire gang.

Two or three men service the water supply line and place sand and cement in the batching hopper. Two

n on top of the mixer look after terials there.

Bull points are driven and ex- cted by two or three men using hammers and mechanical pullers. is is followed by a crew of from to four men who insert the grout- ection points, couple and uncouple grout discharge line, extract in- tion points from holes after grout- , and move forward to new holes. For efficient operation, two to four ection points are kept ahead ready coupling to the grout line. By tinuous practice the men become perts in handling the hose and uplings. In fact, with a little ex- rience, they uncouple, move ahead d couple up to a new point without pping the grout pump, thus saving nsiderable time.

Where two pumps are used from e outfit with two hose lines a sep- ate crew operates each line. Flag- en are preferred to slow orders on ck being grouted.

Operational procedure

To start grouting operations, the ixing equipment is assembled, hose es laid and a few bull points driven d pulled. Several gallons of water e placed in the mixer and pumped to the grout hose. Next, the mixer charged and grout is pumped into e discharge lines forcing the water t. When the grout appears at the scharge coupling the hose is con- cted to the injection point which s been driven to proper depth while mping is in progress.

Proper depth for the tip of the jection point is at or near the bot- m of the track ballast which ordi- rily is in a soupy layer of soil sus- nded in water. Should the point e driven below the ballast into sub- ade material which cannot be pene- ated freely, it is withdrawn until the out is freely discharged. Pumping ntinues until the grout escapes om a nearby driven point or breaks t at some other place.

Injection points are spaced accord- g to track conditions. They may re- ire spacing at every crib (20 in. art) or in some instances inserting em at every fourth crib (80 in. art) is sufficient to thoroughly abilize the roadbed. No rule is used r spacing the injection points, ther it depends on the skill and dgment of the foreman. In any ent they must be close enough to-

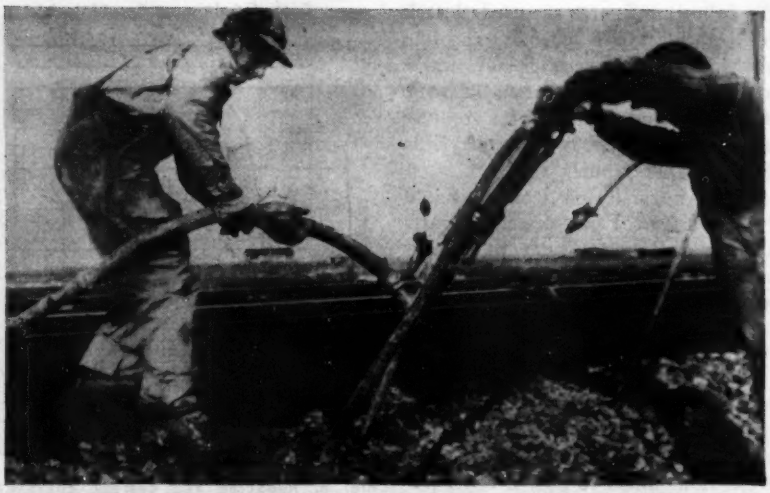


Fig. 5. As air hammer drives injection point a little deeper (top) a "glad-hand" coupling is made between strokes of the grout pump. Injection points (bottom) are simple, efficient and will take lots of abuse. Those shown are 5 ft. long below the wye.

gether to insure the thorough penetration of all intervening material.

Normal portland cement is used in the grout. No advantage results from the use of special cements since any suitable grout is necessarily grossly over-watered. Reasonably clean water is used but a small amount of silt or sand in it is not objectionable.

Sand must be fine-graded

Characteristics of the sand, however, are of the utmost importance. It must be quite fine in order to pump properly and to permeate the small passages and fine material in the roadbed. The sand is screened before delivery and protected at the job from becoming mixed with foreign materials until used.

Illustrative of the fineness of sand required to do a good job is the following grading for a typical Santa Fe job: 90 percent passing a 50-mesh sieve; 65 percent passing a 65-mesh; and 10 to 15 percent passing a 100-mesh sieve.

A small amount of silt and clay actually adds to the ease of handling the grout. Because of the fine graded sand, grout of suitable consistency is obtained with comparatively small amounts of portland cement and large amounts of water.

In general, the grout is mixed by using a volume of water equal to the volume of the cement plus the sand. Thus, for a grout composed of 1 sack portland cement to 6 cu. ft. of sand (damp loose) the water amounts to 7 cu. ft. or 52½ gal.

For computing the yield of grout

the following figures are used: 1 sack of cement (0.49 cu. ft. absolute volume) plus 1 cu. ft. of water yields 1.5 cu. ft. of grout. Also 1 cu. ft. of sand (0.58 cu. ft. absolute volume) plus 1 cu. ft. of water yields 1.6 cu. ft. of grout.

Mixes normally used on the Santa Fe range from 1 part cement, 6 parts sand and 7 parts water to 1 part cement, 8 parts sand and 9 parts water.

Material costs

In computing the cost of grouting, cement is taken at 50 cents per sack, sand at 3 cents per cu. ft. and water at 4 cents per cu. ft. Injecting the grout is assumed to cost 2 cents per gallon regardless of its composition. Thus, a mixture of 1 sack of cement, 6 cu. ft. of sand and 7 cu. ft. of water yields 11.1 cu. ft. or 83.3 gal. of grout for 96 cents. This represents a cost of 1.15 cents per gallon for the materials in the grout.

Although the amount of sand plus cement required in grouting some 22 mi. of Sante Fe track ran from 0.5 to 15 cu. ft. per track foot, the average volume was 1.5 cu. ft. which represented 2.25 cu. ft. or 17 gal. of grout costing 3 cents per gallon in place. Since the cement costs about 10 cents per track foot or 20 percent of the total cost, it is evident that the amount of cement used does not greatly affect the overall cost. Somewhat greater stability, however, is believed to accompany the richer grouts.

The cost per track foot for a single day's work has ranged from $0.15 to $2.00 with an overall average for 22 mi. of $0.42 per foot of track. This cost includes all items except general supervision, interest and rental of equipment.

Records on one grouting unit over a 16-mo. period disclose that from 40 to 1,170 track feet were treated in a 10-hr. day. The average rate of progress, however, was 300 ft. per day.

Some observations on grouting

A wide range of track conditions have been benefited on the Santa Fe by pressure grouting. Fills, cuts, side hills, single and double track are all subject to the formation of water pockets. A recognition of their many common characteristics explains why injecting cement grout secures beneficial results.

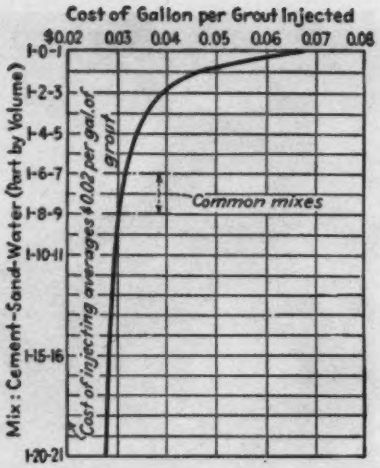


Fig. 6. Reducing the cement content of the grout below 1 part cement to 5 parts sand has little effect on the cost of the injected grout.

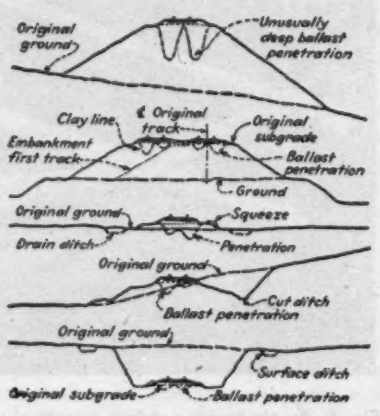


Fig. 7. Typical cross-sections of actual job conditions encountered indicate the unpredictable form of the roadbed water pockets before grouting.

When water-bearing suspended soil is pumped up under train traffic from the subgrade into the track ballast, the fine material is deposited, and this, together with droppings from cars and dirt deposited by wind, fouls the ballast to a great degree.

Usually a layer of this dirt is formed in the top ballast, extending well below the tie bed as a caked, impervious material when dry. But when wet it is plastic and mushy. Below this tight upper layer the ballast usually is more pervious. At the bottom of the ballast section and just above the clay line, the material is washed clean by the water when agitated by train movements.

This lower zone of water-bearing clean ballast is the most active zone in the destructive process. Removal of this water is a vital consideration. With the injection point driven to the bottom of the ballast just above the clay line, this liquid material is readily displaced by the grout. The grout fills all passages where water has been active, following weak seams and fingering up into fissures or openings in the material directly above it.

Distribution of the grout is aided by the comparatively impervious top ballast layer. It also prevents the escaping of much grout into the top ballast. Occasional cementing of the top ballast is of little concern since the cemented patches can be broken up with track tools. Improvement of track conditions is noticeable immediately upon grouting and it continues to improve for some time until the subgrade reaches a normal stabilized condition.

Performance of treated track under severe climatic conditions and main-line traffic is the real test of grouting. Detailed reports covering more than a year's service on a considerable mileage of grouted track on the Santa Fe show treated sections have improved considerably in appearance and riding characteristics. On every such stretch a marked saving in track maintenance has followed, ranging from 30 to 82 percent.

Typical grouting project

Typical benefits of roadbed stabilization by pressure grouting are disclosed in the track records on the Thatcher line change between Delhi and Simpson, Colo. Constructed through adobe country during dry weather in 1936, the non-compacted subgrade of this line change was immediately ballasted. Water pockets developed at once in both cuts and fills and the roadbed became progressively softer. By 1939 nearly its entire length contained water pockets and, strangely enough, fills developed much worse conditions than the cuts.

Various stabilization measures were tried during 1940-41 but with little success. Drainage by several methods resulted in slight improvement. Screening walls constructed in cuts and screening blankets covering the entire width of fills improved the track considerably but did not get rid of all the free water under the

ck. Trains operated under a re-icted 40 m.p.h. speed except when tening of the subgrade during vy rains required further speed duction.

Operational speed reached a rec-l low of 5 m.p.h. at some locations ring the early spring of 1942.

Built on adobe subgrade

The character of subgrade mate-ls were largely responsible for the nditions just described. The soil Apishaba shale which, on disinte-ting, becomes adobe. It is not bject to sheet erosion but forms rtical walls when cut by water. On ying, numerous vertical cracks rm, but no horizontal ones. It comes almost greasy when wet, and ck that is supported on it, espe-lly on curves, is difficult to hold in e.

Continued drying widens the sur-e cracks and makes the surface wdery, but the core remains filled h water and is soft and plastic. is dried surface furnishes some eral support to the interior but ring rains it softens and water en-s the cracks to add to that already d internally.

A severe grouting test

Faced with the severest of tests on ssure grouting, one of the Santa 's homemade grouting units moved on the job early in 1942. Within 6 months a volume of grout con-ining 31,500 cu. ft. of dry materials s injected under 22,100 ft. of track a cost of $0.53 per track foot.

Improvement was noted at once. hen grouting commenced a 40-p.h. speed restriction was in effect r most of the 16 mi. of track. on completion of the grouting, ed restrictions were raised to 60 p.h., and ever since then speeds 60 to 70 m.p.h. have been per-tted regardless of weather except three occasions.

On these three occasions, following 3-in. rain in August, 1942; three ys and nights of heavy rain the lowing October and a record rain short duration in August, 1943, erating officials familiar with the tory of the track placed precau-nary restrictions on train speeds. ey were lifted within 24 hours, wever, after a check-up revealed t none of the track needed any cial attention.

Fig. 8. Grout has followed clay lines to the surface, escaping at ballast line, to indicate the roadbed is fully grouted.

Fig. 9. Wooden stakes are kept in spud-made holes ready for injection points. Men in far background are injecting grout.

During July and August 1942 four heavy, soaking rains each caused considerable damage to an adjacent section of blanketed track which had not been grouted. But no damage was done to the grouted roadbed.

Many benefits accrue

There also are several other benefits from this treatment: track is kept in better condition with less labor; it looks and rides well, and no swinging ties are apparent at any point; surface bending of rails, which makes the joints hard to hold, is largely eliminated; the life of ties is lengthened due to less tendency for churning action of ties forcing water into splits and similar defects; and derailments caused by the unexpected development of soft spots under tracks are eliminated.

Development of pressure grouting methods used on the Santa Fe lines was under the supervision of T. A. Blair, chief engineer of Western Lines at the beginning of the program and now assistant chief engineer of the system. John R. Rushmer, engineering assistant, gave much of his time and efforts to the development and perfection of the grouting technique.

John Poulter, research engineer of the Koehring Company was instrumental in developing the seven commercial grouting units being employed on the 100-mi. stretch of Santa Fe track to be grouted this year.

Efficient Use of a Galvanometer On Blasting Operations

Paul C. Ziemke,
Oak Ridge, Tenn.

Greater efficiency in the use of a galvanometer on blasting work is possible by following a few simple rules, which will also result in a longer useful life of the instrument. In addition, fewer accidents will occur.

Function of a galvanometer is to enable the blaster to determine when the blasting circuit is closed or open and to indicate if a closed circuit is in the best condition for the application of the firing current. The galvanometer is also used to test each individual detonator prior to making up the primer cartridge, which eliminates those detonators that would cause trouble later.

A galvanometer should always be checked before it is used. This may be done by short circuiting the binding posts of the instrument by means of a knife blade or small metal bar to note if the needle will swing all the way across the dial. When the needle does not move, it is evident that the silver chloride cell that supplies the power is exhausted or that the tool is in need of repair. If the needle moves only part way, the cell is partially run down and will require replacement.

To renew the cell it is not necessary to send the instrument back to the manufacturer, but in installing a new cell care should be exercised that the wires are attached to the correct posts to maintain the proper polarity. Also, all connections must be properly tightened so that no high resistance contacts are developed and to eliminate broken connections by rough use in the field. Under no circumstances should other than the silver chloride cells be used, as this cell is the only type pronounced safe for blasting work. The silver chloride cell has the desirable characteristic of giving practically full voltage during its entire life.

The individual blasting caps may be tested by removing their shunts and applying the ends of the leg wires to the binding posts. A closed circuit in the cap (or detonator) will cause the needle to move across the dial, while a defective cap will cause no deflection, since no current can flow through its bridge wire. Regardless of what type of circuit is used, it is considered excellent practice to test each loaded drill hole prior to making up the blasting circuit. This work reveals any damage to the leg wires through improper use of the charging or tamping device. Corrections can then be made in due time before the work of connecting is begun.

When all the loaded holes have been checked for continuity of circuit and found satisfactory, they may be connected in parallel to the main blasting leads if electrical power is available. When the firing is done by means of a blasting machine, the several holes are connected in a series circuit, since the electrical output of the machine is of comparatively high potential but of limited amperage.

To correctly estimate the resistance of a series-connected circuit, the blaster must know the ohmic resistance of the particular brand of caps used as different brands vary somewhat. Usually the resistance of a cap is about 2 ohms.

The resistance of copper lead wire is as follows:

Brown & Sharpe Gauge of Wire	Resistance in Ohms Per 1,000 ft.
No. 8	0.6271
No. 10	0.9972
No. 12	1.586
No. 14	2.521
No. 16	4.009
No. 18	6.374
No. 20	10.14
No. 21	12.78
No. 22	16.12

For instance, if 30 blasting caps are used together with 100 ft. of No. 20 connecting wire and 500 ft. of No. 16 leading wire, the total resistance of the circuit is

30 caps (about 2 ohms per cap)	60 ohms
100 ft. of No. 20 Wire	1 ohm
500 ft. of No. 16 Wire	2 ohms
Total resistance of circuit	63 ohms

If all the joints in the wiring are well made and kept free of cont with conducting materials, the ga anometer should read 63 ohms for above circuit. Rock containing m eral salts, alkali or acid will read reduce the resistance of a circuit a will frequently result in misfires permitting the firing current to pass the caps. Waterproof caps a enameled leg wires will prevent su occurrence in most instances.

The galvanometer can be used detect defective insulation by co necting one binding post to a grou connection and applying the seco post to one side of the shot circu Should the resistance through t ground be less than through the wi circuit, a misfire will result, since t greater portion of the firing curre will follow the shorter path throu the water or earth.

While the galvanometer is built withstand rugged service, its period usefulness can be materially increas by careful handling and storing. T leather cover should always be ke closed when the instrument is not use to prevent metallic objects fr making contact with the binding po and thus discharging the expensi silver chloride cell. Also, the galva ometer should be stored in a dry pla since continued exposure to moistu will damage the delicate electri parts and cause the cell to disin grate.

When properly used, one cell w be sufficient for several thousand te depending on how long the current permitted to flow in the test circu Only a few organizations have the r quired laboratory facilities for repa ing and checking a galvanometer, a with the exception of replacing an e hausted cell, repairs should not be a tempted by the user. It is suggest that a spare unit be kept on ha against emergencies, and that a d fective galvanometer be shipped the manufacturer for general ov haul and repair.

ENGINEERING ABROAD AS SEEN BY ENR EDITORS

Marston Mat on Islands of the Pacific

N. A. Bowers
Pacific Coast Editor, Engineering News-Record

Contents in Brief—Large quantities of steel mat for surfacing airstrips have been sent to Pacific areas. Its use for this purpose by the Navy has increased as methods have been developed for surfacing runways with local materials. For satisfactory service the mat requires adequate, well-drained foundation. Reference is made to rates of laying, means of taking up slack and to incidental uses.

MANY MILLION SQUARE FEET of Marston mat, the perforated steel sheets designed for surfacing on airfields, has been shipped out into the Pacific theaters of operation where it was an important construction material in early stages of the war. Later, as there has been time to study local materials and to develop ways and means of using them to advantage, the Navy, at least, has had less frequent occasion to resort to the steel mat. With the resultant supplies of mat on hand at remote locations where construction materials are scarce and hard to get, there has been ingenious application of the mat to an incredibly long list of uses other than those for which it was expressly intended.

As airstrip surfacing the mat cannot be expected to carry heavy loads, such as bomber wheels, on anything less than an adequate, well-drained foundation. Wherever this fundamental has been disregarded there has been unsatisfactory service and excessive maintenance. On the other hand, where the base is substantial but the surface needs protection, as from excessive raveling or dusting, the mat finds its special field of usefulness. In the following are presented notes on the Navy's South Pacific experience in laying and maintaining the mat.

There were numerous emergencies in the early stages of war in the Pacific that called for airstrip construction with an absolute minimum of delay. Some of these were met by rushing in Marston mat and laying it at top speed, under fire. In this way time of extremely great military value was undoubtedly saved. No criticism should be made of the construction plan that gave no thought, under such circumstances, to a more deliberate and thorough study of foundation conditions.

As the enemy has been pushed back, however, and there has been time to investigate and develop methods of using local materials, particu-

Marston mat arrives on the job in bundles which are distributed by trucks over the area to be surfaced.

Clips are used to fasten adjacent pieces of the mat together; end joints are staggered to tie sections together in opposite direction.

larly coral deposits (*ENR*, July 13, v. 1, p. 26) the mat has come to be regarded less as a primary surfacing material and more as a supplementary means of holding the top surface of runways made with materials whose bonding qualities are not the best.

A summary of the present policy in the Navy's construction battalions regarding the use of Marston mat is as follows:

1. Its use is appropriate where satisfactory surfacing material is not available. Also it can often be used to advantage on hardstands, for making plane revetments and in many other ways.

2. In planning its use, comparisons should not overlook (a) higher cost and more difficulty in handling than for local materials and (b) shipping space that is required to transport this material to Pacific bases.

3. After bombings, repairs to mat-covered airstrips take more time and are more difficult than corresponding repairs on coral runways.

Mat laying operations

Individual pieces of the mat are 16 in. wide and 10 ft. long; the weight is 4.8 lb. per sq. ft. As originally shipped, they were packaged in 2½-ton bundles containing 1,000 sq. ft., bound with metal straps. These bundles proved to be too heavy for convenient handling. Under emergency landing conditions the bundles were sometimes unfastened so that the pieces could be carried individually, by hand. When equipment for lifting the bundles was available, the cargo slings with heavy steel spreader, shipped with the mat, were soon abandoned in favor of a chain with a hinged T-bar at each end. The hinge at the central point permits the T-head of the bar to be thrust through the aligned holes near ends of the bundle. The hinged head is then turned across the sheet to prevent withdrawal as the bundle is lifted. This type of sling is extremely simple and requires no spreader.

After two reductions in bundle size the standard package now weighs only one quarter as much as at first, that is 1,250 lb., and contains 20 pieces instead of the original 80.

Though laying operations have to be suited to conditions, ordinarily the bundles of sheets are distributed on the airstrip by truck crews, the bundle spacing being equal to the area the sheets are to cover. Mat from different manufacturers has been found to vary 1½ to 2 in. in length. Some sheets had end holes sheared off on centers instead of between holes as it should be. At first two clips per sheet, the standard requirement, was all that came with the mat. Extra clips are now being supplied to make up for the shortages in early work where three or four per sheet were used on some parts of the area, thus leaving sheets toward the end of the job with no clips at all.

A mat-laying crew under expert direction soon learns to avoid irregularities in the central portion of the strip, the important zone, by taking the slight additional time required to begin work along the center line and work toward the edges. This tends to carry any irregularities over into the zones along the edges where planes rarely travel. Another scheme to get the best possible job is to have available a truck with a winch for taking up slack. After an advance of 50 to 75 ft. this winch is used to pull forward on the leading edge of mat just laid to tighten up the joints. This was found to give the surface better alignment and to prevent individual mat sheets from working loose. It also decreased rattling under traffic. This practice was used with good effect, for instance, at Torokina on Bougainville Island.

With crews of 100 to 150 men, rates of progress in laying mat on several airstrips in the Solomon Islands (of 100 and 150-ft. surfaced widths) ranged from 70 to 115 sq. ft. per man-hour. Based on average figures, a 6,000-ft. strip can probably be covered with mat in about 4½ days, using four crews of 50 men each, working 10 hours per day.

Maintenance and repair

On airstrips hastily prepared for mat surfacing there is sometimes "spotty" settlement, causing low areas that have to be brought up to grade by the maintenance crews. If these areas are large enough and if traffic on the strip permits, the usual method is to burn through the mat with a cutting torch and remove the mat from the entire area to be raised. Then trucks, scrapers and rollers can work to advantage in placing and compacting the necessary fill after which mat is again put down and welded along the edges, to that already in place.

For smaller areas the raising is accomplished by working material by hand through the holes in the mat. The fill material is dumped on the mat, spread to a uniform thickness of usually not more than 2 in., and then the mat is pulled upward slightly with hooks while the overlying material is worked down through the holes.

Although a great deal of this regrading through the mat has been done, no satisfactory way has been found to give the resultant surface an exact grade; minor irregularities are almost inevitable.

At one very busy field on a large island close to enemy lines, it was not feasible to take the entire strip out of service for correcting grade

Marston Mats Have Many Uses

Surfacing for a camp and volley ball court.

Shelves made up in sections for warehouse storage.

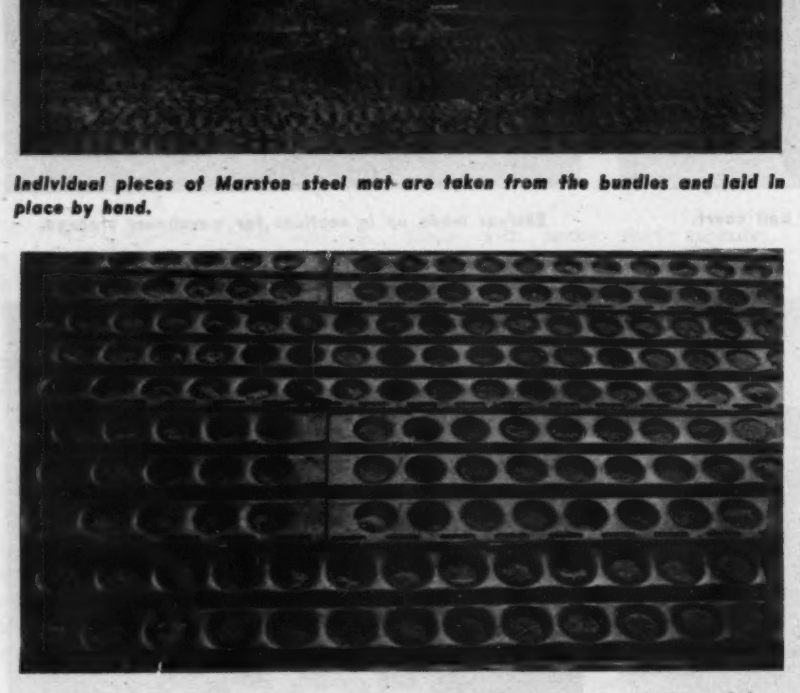
Floors for tents pitched close together.

Tube storage. Note sections cut away.

Facing for sand embankment.

Deck for small boat wharf.

Individual pieces of Marston steel mat are taken from the bundles and laid in place by hand.



Each perforation in the mat has downward projections around its periphery for gripping the base.

irregularities over considerable areas. The hand method of raising the mat was therefore tried here on a large scale. A volcanic ash or scoria was dumped on the mat and spread with a road grader whose blade had been turned backward to make the spreading more effective. Then the material was broomed by hand to work it into the holes. As a means of speeding this operation an experiment was tried with heavy sprinkling, that amounted almost to a flushing, substituted for the brooming. Day and night trucks moved over the surface carrying pontoon cells from which large volumes of water flowed in torrents over the surface and down through the holes, washing down with it the light volcanic material. This resulted in a tight "water-laid" layer under the mat and thereafter there was no looseness and very little rattle, even from an automobile driven over the runway at 50 mph.

When the mat becomes grooved or bent while in place there is not much that can be done in the line of repair. Machines for straightening and reconditioning the mat (after which it should be repainted) are not yet available in Pacific areas. Meantime, the labor involved is such that it is considered preferable to use new sheets in replacing damaged mat.

An unfortunate instance

On runways in the Solomons where some 3½ million square feet of mat had been put down in an extreme emergency early in the campaign, the foundation was too soft to support the mat under the heavy loads imposed. At one time a choking of adjoining streams caused a flood that inundated the entire field. Under such conditions the mat could not be expected to function well. The inevitable grooving and rutting of the mat that resulted from heavy planes landing on steel sheets with inadequate support, eventually made it necessary to take the runway out of service and remove the entire mat surfacing.

Maintenance problem continues

This field was then resurfaced with new mat, after only partial remedy of the foundation condition. Despite extremely heavy maintenance work and strenuous endeavor to repair low spots with coral put down through the holes, some form of reconstruction of the entire area of the second mat surfacing was a fast-approaching necessity as this was written.

An experiment looking to remedy of excessive maintenance on one Marston mat surface and to reducing of damage to tail wheels of aircraft was made on 1,000-ft. lengths at each end of the 7,000-ft. runway. These end portions of the strip, which are on fairly good foundation, are 150 ft. wide.

On these areas was placed Irving steel grid laid in a 1½-in. surfacing of concrete made with three sacks of cement per cubic yard of pit run gravel. This paving was laid in strips 8 ft. wide, running transverse to the airstrip centerline. After the last pour five days were allowed for the concrete to set during which time it was kept continually wet.

After about five months of use this surfacing was still in a highly satisfactory condition. The plan of having specially good surfaces at ends of runways is favored particularly because it eliminated the dusting and raveling of these locations where planes most frequently "rev-up" their motors prior to takeoff, hence making dust conditions particularly bad.

Just a few Marston mat uses that indicate the wide range of applications observed are: Fences and barricades, well lining, bridge decks, trash and garbage burners, floors in tents and dugouts, dugout stairways, sheathing for pile piers, surfacing for hardstands and recreation areas, air raid shelter lining, freight pallets, benches and tables, breastwork facing and cookstove tops.

Principles for Public Works Programs

M. W. Torkelson
Director, Wisconsin State Planning Board

***Contents in Brief**—When and if there is a large federal works program to combat unemployment, the mistakes of WPA should be avoided. Projects should be worthwhile; there should be no "means test" for workers; whichever is best for a given job, contract or force account operation, should be used; pay and hours should be less attractive than in private employment; administration should be decentralized and as non-political as possible. Plans should be ready for a year's construction program and under preparation for a six-year program.*

IN CONSIDERING a public works program, the most usual questions are:

1. How are the works to be paid for?

2. How is the program to be carried out?

In the contacts of the Wisconsin State Planning Board with local governments, we have advocated a simple test of the desirability of a particular project. We have said that, unless the project is considered so necessary or desirable that the community is willing to construct it some day, some time, alone and unaided, if no aid is available, then the project should not be decided upon.

We have urged, however, that if the project met this test, plans should be undertaken, even though the finances are not in sight. The availability of working plans will place the community in a position to take advantage of any aid that may become available through any federal or other program that may be initiated. There is ample experience to substantiate this proposition. There is also ample experience to demonstrate that preparation of plans will often point the way to the realization of an objective.

Execution of program

In considering answers to the second question, WPA generally is brought into the discussion. Different points of view were well expressed by an editorial (*ENR* December 17, 1942) entitled "The End of WPA," and the reply of Mr. Perry A. Fellows, Chief Engineer of WPA (*ENR* January 14, 1943). The editorial flays the WPA while Mr. Fellows defends it according to the orthodox formula. The editorial's final word was, "On its record, WPA was not a success. It deserves to be remembered only to avoid its repetition." The writer would say that it should be remembered in order to avoid a repetition of its mistakes. For it seems very probable, whether we like it or not, that there will be another federally-sponsored works program after the war, in which much of the work will be done by force account. Therefore, it behooves us to profit from the experience of WPA, which operated for nearly eight years, from July, 1935 to February, 1943.

Before presuming to express his views of what such a postwar program should be, the writer wishes to cite his experience with WPA. He served as state administrator in Wisconsin from February, 1936 to October, 1937, inclusive. The job was wished on him, and he was not in a position to turn it down, much as he disliked it. He left it voluntarily, even gladly. Being loaned by the state, he drew no salary from WPA.

His service began just at the end of the mushroom growth following the establishment of the program in July, 1935. In the course of it, he entertained what was probably the first sit-down strike in the United States, when the Workers Alliance took over the Capitol in March, 1936. He went through the hotly contested Presidential campaign of that year, when most of the heat regarding alleged political activities was engendered.

During his service and afterward, he operated several WPA projects as sponsor's agent in his capacity as executive officer of the State Planning Board, with results that have been satisfactory as a whole. He gets some satisfaction from the fact that his administration was the subject of very little public criticism, none at all on the score of alleged political activity. From these facts it is plain that he has no cause to be prejudiced in favor of WPA and that he was in a position to observe its modus operandi.

What was wrong with WPA

The fundamental faults of WPA stemmed from two sources. The first was its basic philosophy, the second its lack of preparation, which was almost total.

The purpose of WPA, according to the orthodox formula, as stated by the writer in many public addresses on the subject, was that "WPA exists to pay the wages of certified employees engaged in carrying out worthwhile projects sponsored by local municipal governments." As construed by the Division of Operations, it meant that WPA was primarily a construction operation carried out in the most efficient practicable manner. As construed by the social workers, it meant that WPA was primarily a relief proposition, that the job was carried out as a justification for putting "certified" workers on the payroll. If the work could be done efficiently and effectively, well and good, but if the circumstances were such that this could not be done, the project should be operated nevertheless.

In general, the viewpoint of the social workers, who were everywhere present, dominated the administration. The regulations required that

the Division of Employment should have a social worker, as director or assistant director. This regulation was applicable all the way down from the national administration in Washington to the district administrations within the states. The thing that mattered was the presence at the particular place of a number of "certified" persons in need of employment. As a consequence, there were attempts (sometimes successful) to set up projects that were positively fantastic, and the doing of others by methods that were decidedly uneconomic.

Security wage idea impracticable

The operation of WPA primarily as a relief measure resulted in a number of difficulties which were particularly evident on construction projects. The first of these was the application of the schedule of security wages. Certain maximum earnings per month were fixed in general by counties, according to the population of the most populous political unit within the county. The hourly rates having been determined according to the prevailing wage as nearly as could be, the number of hours of labor per month for any particular classification was arrived at by dividing the monthly wage by the hourly rate.

The difficulty in connection with this arose from the fact that the number of hours worked by workers in different classifications was not the same. For instance, the basic wage for workers in rural areas in Wisconsin was $40 per month. By reason of a state code specifying 40c. per hr. as the minimum hourly rate consistent with a decent standard of living, the hourly rate for WPA workers was immediately fixed at 40c., the result being that the number of hours worked per month by common labor was 100. Because the number of hours worked by substantially all of the skilled classifications was different, it was not possible to operate jobs with uniform hours for all classifications, and some confusion resulted from this cause.

The word "certified," as used in the formula previously expressed, meant that the worker had met the so-called "means test"; that he had been certified as being in need of relief. When so certified, the individual was entitled to a job if a project on which he could be employed was operating. Of course, there were certain exceptions to this rule, particularly as regards the selection and use of administrative employees.

Now the fact was that $40 for 100 hours of work was substantially higher than the prevailing wage in the rural districts in most parts of Wisconsin. There were some, and in a number that was not inconsiderable, who preferred WPA to private employment in the same locality. It became difficult in many places for farmers to get help during the haying and harvesting season. Even though it was possible to earn more money from the farmers, the hours were longer and the job was considered less desirable. Also, workers who voluntarily left WPA in order to accept farm employment often had great difficulty in getting back on WPA rolls after the private employment ceased; consequently they preferred the shorter hours and comparative certainty of WPA employment.

Another bad feature of the requirement of relief status as a prerequisite of employment had to do with the so-called "border-line" cases. These were people who were able to earn the greater portion of their livelihood in private employment, but who could not quite make ends meet. In order to get a job on WPA, it was necessary for them to be on relief, and a great many of them took steps to acquire relief status. For example many persons who were earning portions of their living from their farms, sold their cattle and got rid of other property in various ways in order to get on relief and thus be eligible for a job on WPA.

Many of WPA's difficulties arose from attempts by the administration in Washington to lay down fixed rules which would be of uniform application, and make it unnecessary, in fact impossible, for the local administration to exercise any degree of discretion. This policy had certain advantages, of course. It was possible for the Administrator to point to the rules and tell disaffected people that he had no discretion. Nevertheless, it was an expensive procedure and extremely destructive to morale.

WPA started without preparation

As stated, the second great cause of difficulty in connection with the operation of the WPA program was the lack of preparation. Although various kinds of works programs such as CAA, CWA and FERA had been under way since the late fall of 193[illegible] little if any effort had been made to prepare for the much larger program under WPA. This was launched at a meeting held in Chicago, July 1 and 2, 1935, which was attended by administrators from all the states and the experts from Washington. In these two brief days, the program was explained and the state administrators were sent home with instructions to put it into effect in their respective states.

To do this it was necessary to build up their state administrative organizations, to decide on projects that could put a large number of people to work at once, and to organize forces for carrying out these projects. The great emphasis was on getting people to work immediately. In Wisconsin, an average state, the number of security wage workers as of December, 1935 (5 months later) was about 65,000 of which 2,600 were doing administrative work. Is it then to be wondered at that there was much inefficiency? The marvel is that there was not much more inefficient conduct.

Good sponsors, good projects

As regards the conduct of the individual projects, the writer's belief based on his experience is that substantially all cases the projects were just about as good as the sponsors. Where the sponsors had plans that could be followed, where they were in a position to provide the other-than-labor costs that could not be provided by WPA and the skill that were not available under WPA a generally good job was done at reasonable costs. Where these factors were not favorable, the job generally was either poorly done or unduly expensive, or both.

The writer does not believe that any great part of the waste that occurred on WPA can fairly be attributed to the workers. He is familiar with the stale jokes that were bandied about concerning the laziness and inefficiency of WPA workers but very little of such faults came under his observation. In so far as the mass of the workers was concerned, they were poor people whose chief concern was to stay on the pay roll in order that they might draw the wages and thereby be in

ition to buy some, if not all, of necessities of life. It is true that many cases they did not work as iently as ordinary contract labor, by and large the sweeping asser- s regarding their laziness and in- iency are very much exaggerated very unjust.

s regards the supervisory staff on construction projects, the writer make similar statements. Many of proven ability and high quali- ions were employed on the super- ry staff of WPA, as the writer testify from personal acquaint- e and rather intimate knowledge construction activities extending k more than 20 years before WPA undertaken. These men worked as faithfully for WPA as they formerly worked on contract .

The political angle of WPA

he writer will not attempt to go further detail with reference to faults of WPA; substantially all hem resulted from the two basic es named. Nor will he attempt say what should be done about recting the evil influence of politi- manipulations in connection with work program. No one will tend that the contract system is a acea for such ills. Unless and il American public opinion makes mpossible for them to exist, there be no particular improvement.

ertainly the writer has no magic ula, even though his adminis- ion was not troubled very much politics. This probably was due the fact that the major political sonages then in control in this state the opinion that attempts to ma- ulate WPA politically would prob- y do more harm than good, and le no attempts in that direction. bush-league politicians were a , however.

ut the two great causes of diffi- y, namely, the establishment of a onable basic philosophy for the duct of the work, and the making uitable preparation for undertak- it, are capable of accomplishment. regards the first of these, the er would offer the following spe- comments:

hat in the public works program is to come, the tried and tested cedures for carrying out such rations should be followed. Work- on these projects should be em- ployed because they need and desire to work on them. There should be nothing resembling the means test, which was so demoralizing on WPA activities.

Projects should be chosen because of their desirability from the standpoint of public usefulness, not because there happened to be in the locality a considerable number of people desiring employment. Projects should be constructed in the most efficient manner, whether by contract or by force account, as seemed best for the particular project. The hours of labor and the rates of pay on any postwar job should be those prevailing in the vicinity. Probably employment on the postwar public works program should be slightly less desirable than would be the case with private employment, in order that workers should be encouraged to seek private employment rather than a day-labor public works job. In particular, the wages and hours in rural districts should not be such as to make it difficult to get men to work on the farms.

Have plans ready, more underway

It goes without saying that it is possible to make adequate preparation for the coming public works program in the way of plans, but this, too, is contingent on the state of public opinion. General Fleming, the head of the Federal Works Agency is quoted as follows:

"As I see it the type of planning for public works which we now need is one in which the preliminaries will be gotten out of the way before the war ends: the site will be acquired, the legal conditions will be met, the plans for financing will be made, the blueprints will be drawn and the specifications written. And then, in the hour of need, we can pull the blueprints out of the cupboard, hand them to the contractor, lead him out to the site and say: 'You begin digging here at 7 c'clock tomorrow morning'."

General Fleming's advice is excellent, but the writer would offer the following qualification. Have enough of these "blue prints" to get the work off to a good start. In a six-year program have the "blue prints" ready for the first year or possibly two years. Have studies in various stages for the rest. As anyone who has tried to hire qualified engineers, architects, etc., will know, they are scarce. Most of them are in the armed forces. They will want to work at their professions when they get back. There are other good reasons, which need not be enumerated, why a six-year program should not be planned in advance to the last detail.

Nothing has been said so far regarding the extent of possible accomplishment of a postwar public works program. An authority no less eminent than Beardsley Ruml has expressed the opinion that about the best that can be hoped for is the stabilization of the construction industry itself. The writer has great respect for this opinion. It is not reasonable to expect that public works construction shall be a catch-all for all unemployment. What shall it profit to take employment away from the skilled construction worker and give it to some unskilled person? Both will lose in the process.

The writer speaks from experience in this case. Back in 1932 he was chief engineer of the Wisconsin State Highway Commission during Governor Phil La Follette's railway grade crossing separation program. A construction project was located close to a city where there was a strike in a knitting industry, with consequent unemployment. Over the vigorous protest of the contractor, the construction workers were laid off and the knitting mill workers put to work. Nature took its course, the knitters just could not stand up to the work. In less than a week the horny-handed construction workers were back, and the job proceeded to completion without further incident. But, if the construction business can be stabilized, that will be a great achievement in itself.

Day labor program, too

In referring to a public works program, most people have in mind such things as canals, dams, super-highways, public buildings, city parks and things of that nature, projects that result in monumental works which lend themselves particularly to execution by the contract system, where the competition is keenest and where the skills required are of the highest grade. The writer believes, however, that there is another class of public works which are much neglected even though more necessary than some of those referred to, which can be under-

taken with a minimum of "blue prints" and which are capable of providing employment for a less skilled and less efficient class of labor than that required under the contract system. He believes that there can be great reservoirs of public works opportunities on projects of this kind, where a man who has to have a job can always get it, where workers who are not able to meet the keen competition set on contract jobs can still render a useful service. The following will give a brief idea of a few of them.

The first and most important is in the field of soil conservation. It is not necessary to explain the damage that soil erosion is doing, or the necessity for controlling it. A second is that of reforestation, which has always been recognized as necessary and which will be of greatly increased importance after the war, in view of the terrific cutting of the usable timber as a portion of the war effort. And a third type of work is the eradication of noxious weeds. This field is not as thoroughly explored as those mentioned previously, but an extensive weed eradication program would operate over the entire agricultural portion of the country with the greatest of benefits.

There is another important field which might be mentioned, and that is in the modernization of many old and partially obsolete roads and streets. For the most part, the principal objection is that the roadways are too narrow. Most of these roads could be rendered capable of giving many additional years of service if the shoulders were widened from their present 3 ft. to 10 feet on both sides. If common sense and good judgment are used, this can be accomplished without any formal plans, simply by grading to the existing pavements, and without the purchase of much additional right-of-way. Such improvements would not interfere with the construction of the highest grade highways, freeways, superhighways, etc., since these will generally be built on relocations.

In all of these fields there are existing organizations that have plans and are in a position to employ almost immediately hundreds of thousands of men in these most useful and necessary works, which would not in any way compete with public works as ordinarily considered, not even in their bids for labor.

A final statement of principle

The justification for public works of various kinds rests on their usefulness. Once built, they should be maintained in a condition of use[fu]ness. Because the cost of their ma[in]tenance will always be a burden af[ter] construction, it should not be assu[med] unless there are adequate bene[fits] Therefore, it follows that they sho[uld] never be built unless they will ren[der] a useful service. The mere fact th[at] their construction will afford empl[oy]ment does not justify them.

But as a whole, the country h[as] great need of many public facilities hospitals, schools, sanitary facilit[ies] highways, airports, waterways, C[on]renewable natural resources sho[uld] be built up. Those that are irrepla[c]able should be conserved. The exe[cu]tion of these and other necess[ary] public works is simply putting o[ur] house in order on a nation-wide sca[le] There is more work needing to [be] done than there are people to do it.

But after all, a public works p[ro]gram can play only a minor part [in] the postwar rehabilitation of the co[un]try. Major reliance must be [on] industry and agriculture, but pub[lic] works programs, intelligently adm[in]istered, can serve as equalizers, be[ing] speeded up or slowed down as [the] needs demand. It remains for Am[eri]can foresight to plan a system [of] administration by which the pub[lic] works program can be operated to [its] best advantage.

Nationwide Sewage Disposal Needs Call for 2¼ Billion Expenditure

***Contents in Brief**—A yardstick of postwar needs in the field of sewage disposal is provided by the U. S. Public Health Service, which estimates that adequate facilities for municipal and industrial waste disposal will cost at least $2,255,000,000. Most of the required work will be in communities of the less-than-1,000 population group.*

ADDITIONAL SEWAGE DISPOSAL FACILITIES needed in the United States are estimated to cost $2,255,150,000, according to an inventory compiled by the U. S. Public Health Service. Of this total, new sewer systems and extensions in 13,271 communities will represent a cost of $656,190,000, intercepting sewers incidental to the addition of treatment works to existing sewer systems in 2,804 places will call for the expenditure of $559,160,000, and sewage and industrial waste treatment in 10,522 locations will require $1,049,800,000.

This information is contained in a report by the Sanitary Engineering Division, U.S.P.H.S., published in the July 7 issue of *Public Health Reports*, (Vol. 59, No. 27). It is the second nationwide survey by the Public Health Service dealing with sanitary engineering deficiencies, the first study having dealt with water supply needs (*ENR*, Mar. 23, 1944, p. 420).

The latest report calls attention to the fact that the greatest deficiency in municipal sanitary facilities is in the smaller communities with popu[la]tions under 1,000, as indicated by [the] following comparison between [the] total number of incorporated pla[ces] (classified into three groups acco[rd]ing to population), and the numb[er] of these communities served by pub[lic] sanitary facilities.

Population group	Number of Communities	Number [with] sewer[s]
5,000 and over	2,042	1,906
1,000 to 5,000	4,627	3,670
Under 1,000	10,083	1,848

This tabulation shows that m[ore] than 96 percent of the places in [the] 5,000-and-over population group [are] served by public sanitary syste[ms] and about 80 percent in the mid[dle] group, but only 18 percent in the [1,000-] than-1,000 group. Other data disc[lose] that the needs for extension of ex[ist]ing sewer systems to serve an ad[di]tional population of 10,297,000 [are] measurably greater than for [the] construction of new syste[ms] These new systems are needed

rve 4,836,000. Furthermore, the ecessity for treatment of raw sewage ow being discharged through sewer stems presents a considerably rger problem than the needs for ad- itional sewer facilities.

Historical background

In outlining the present status of nitary facilities in the United States, e report points out that public ewerage dates historically from the ear 1855 when the first comprehen- ve system in this country was de- gned for the city of Chicago. In 60, about 1,000,000 people of a tal urban population of 6,000,000 ere provided with some kind of ewerage; at the turn of the century, 5,000,000 of 72,000,000 had these facilities; and in 1942, 70,900,000 of of 81,000,000 were connected to sewers. Today, 7,484 incorporated communities of more than 200 population, having a combined population of 78,906,000, are provided with sewerage facilities, either wholly or in part.

In 1900, there were about 60 municipal sewage treatment plants serving a population of some 1,000,000, or 4 percent of the total living in sewered communities. In 1935, there were approximately 3,700 municipal treatment plants serving a population of 28,500,000, or 41 percent of the total resident in sewered communities.

During the five years, 1935-40, under the stimulus of Federal-aid projects, the number of treatment plants and population served increased phenomenally, so that at the end of 1942 treatment facilities serving 5,100 communities were provided as follows: minor treatment was provided by 50 plants serving 3,300,000 people; primary treatment, by 3,848 plants serving 15,900,000; intermediate and secondary treatment, by 2,712 plants serving 23,000,000. A total of 42,200,000 people was served with some treatment by 5,610 plants; of this number 1,168 plants also provided chlorination.

Water pollution

In 1942, the natural waterways of the United States were receiving raw sewage from 29,000,000 people, and sewage treated to some degree from 42,000,000 more. The total pollution resulting from both raw and partially treated sewage is estimated to be equivalent to the raw sewage emanated from a population of 47,000,000.

For the entire country, it is estimated roughly that the total industrial waste pollution is equivalent to the raw sewage discharge by a population of 55,000,000 or 60,000,000. On this basis, it is estimated that the combined municipal sewage and industrial waste pollution for the country as a whole approximates the raw sewage contribution of not less than 100,000,000 people.

These figures afford an index of the present extent of water pollution in the United States and the magnitude of the problem of pollution abatement. Although it would be extremely hazardous to estimate from the available data what the total economic burden imposed by water pollution may be, it is safe to say that it probably amounts to at least $1 per capita annually for 75 percent of the entire population of the United States, or roughly $100,000,000 annually for the entire country.

Method of estimating cost

In establishing a basis for estimating the cost of future projects, a study was made of the per capita cost of sewerage and sewage disposal projects as reported by the Public Works Administration in *Publication No. 104.* This document shows the location, description and cost of sewerage and sewage disposal construction by the PWA during the period 1933-39.

STIMATED COST OF SEWERS, SEWAGE TREATMENT, AND INDUSTRIAL WASTES TREATMENT NEEDS IN VARIOUS STATES
(In thousands of dollars)

States	Sewers		Municipal treatment			Independent industrial waste correction	Combined total
	New systems and extensions	Interceptors	Domestic sewage	Industrial wastes	Total		
labama	$16,240	$5,490	$11,280	$2,370	$13,650	$2,480	$37,860
rizona	1,510	210	950	200	1,150	210	3,080
rkansas	10,220	2,610	9,650	2,030	11,680	2,120	26,630
alifornia	80,970	33,470	32,610	6,850	39,460	7,170	131,070
olorado	5,440	810	5,610	1,180	6,790	1,230	14,270
onnecticut	6,780	2,860	5,310	1,110	6,420	1,170	17,030
elaware	1,730	1,520	2,110	440	2,550	460	6,260
istrict of Columbia	8,580	8,580	6,600	[1] 1,390	7,990	[1] 1,450	26,600
orida	20,660	7,440	12,540	2,630	15,170	2,760	46,030
eorgia	22,950	6,460	16,950	3,560	20,510	3,730	53,650
aho	5,720	1,400	5,030	1,060	6,090	1,110	14,320
inois	43,920	12,280	51,360	10,790	62,150	11,300	129,650
diana	20,420	13,040	20,890	4,390	25,280	4,600	63,340
wa	14,740	4,580	16,690	3,510	20,200	3,670	43,190
ansas	11,170	2,850	10,040	2,110	12,150	2,210	28,380
entucky	9,970	12,780	11,930	2,500	14,430	2,620	39,800
uisiana	11,760	9,760	11,200	2,350	13,550	2,460	37,530
aine	3,670	4,310	4,260	890	5,150	940	14,070
aryland	12,170	13,520	5,790	1,220	7,010	1,270	33,970
assachusetts	16,080	48,090	37,220	7,820	45,040	8,190	117,400
ichigan	9,400	15,510	14,100	2,960	17,060	3,100	45,070
innesota	19,240	1,950	12,540	2,630	15,170	2,760	39,120
ississippi	10,120	4,030	9,970	2,090	12,060	2,190	28,400
issouri	24,140	18,770	27,250	5,720	32,970	6,000	81,880
ontana	2,450	2,130	4,180	880	5,060	920	10,560
ebraska	7,080	3,980	10,300	2,160	12,460	2,270	25,790
evada	360	30	230	50	280	50	720
w Hampshire	3,200	3,060	3,200	670	3,870	700	10,830
w Jersey	13,690	9,750	13,830	2,900	16,730	3,040	42,210
w Mexico	2,710	100	1,240	260	1,500	270	4,580
w York	39,720	74,620	96,430	20,250	116,680	21,210	252,230
rth Carolina	15,020	6,160	15,290	3,210	18,500	3,360	43,040
rth Dakota	4,800	360	5,460	1,150	6,610	1,200	12,970
lahoma	8,610	1,800	12,150	2,550	14,700	2,670	27,780
io	33,860	37,320	37,810	7,940	45,750	8,320	125,450
egon	3,790	8,980	7,470	1,570	9,040	1,640	23,450
nnsylvania	53,840	102,510	80,870	16,980	97,850	17,790	271,990
ode Island	6,470	2,040	2,410	510	2,920	530	11,960
uth Carolina	7,020	2,650	6,960	1,440	8,300	1,510	19,480
uth Dakota	3,100	300	4,230	890	5,120	930	9,450
nnessee	14,250	25,340	13,690	2,870	16,560	3,010	59,160
xas	34,100	2,860	11,210	2,350	13,560	2,470	52,990
ah	8,950	3,200	7,200	1,510	8,710	1,580	22,440
rmont	1,090	1,310	3,070	640	3,710	670	6,780
rginia	6,440	15,130	15,750	3,310	19,060	3,460	44,090
shington	11,770	10,960	11,720	2,460	14,180	2,580	39,490
st Virginia	4,490	9,850	11,390	2,390	13,780	2,510	30,630
sconsin	10,550	1,680	7,290	1,530	8,820	1,600	22,650
oming	1,230	720	2,020	420	2,440	440	4,830
Total	656,190	559,160	727,180	152,690	879,870	159,930	2,255,150

Altogether 289 PWA projects were considered. It was found that the per capita cost of new sewer systems with treatment included, and also that of new treatment plants alone, diminished with increasing numbers of population served, but at a decreasing rate. The difference between the two curves, which is a measure of the cost of sewer systems without treatment plants, remained fairly constant at all ranges of population, averaging $31 per capita. This figure is used as representing the per capita cost of sewer systems at the 1933-39 price level.

For intercepting sewers, the unit cost was assumed at $5 per capita for communities under 10,000, and $10 per capita for communities over 10,000, which unit costs were developed in connection with Public Health Service studies on the Ohio River.

In discussing cost, the report points out that following the last war construction costs varied considerably and that, at the present time, construction costs are about 32 percent higher than in the period 1933-39, so, for estimating future needs, the per capita costs were increased by 32 percent in order to conform to present-day prices of materials and labor.

The total estimated cost of additional sanitary facilities needed, as indicated by present inventory data, is found to be $2,255,150,000, and is distribued as follows:

New systems and extensions	13,271	$656,190,000
Intercepting sewers for existing systems	2,804	559,160,000
Treatment plants	10,522	1,039,800,000

A distribution of the estimated needs, by states, is shown in the accompanying tabulation. Referring to the table, it will be noted that the total cost of sewage treatment, when added to that of new intercepting sewers, amounts to 57 percent of the total cost of the entire program. Industrial waste treatment, both separately and in combination with sewage treatment, accounts for an additional 14 percent of this total cost.

The assumption of an average useful life of 30 years for the various parts of the proposed system, and an interest rate of 3 percent, results in an estimated annual financing cost of $115,000,000 per year for the entire program outlined in the report. Similarly, the annual financing cost of that portion of the program which is attributable directly to pollution abatement would approximate $81,500,000. If to this figure there is added the annual operating and maintenance costs, estimated at $35,000,000, of the works involved in the abatement of the existing stream pollution, a total estimated annual cost of $116,500,000 is thereby obtained.

The saving of the annual cost of present water pollution, conservatively estimated at $100,000,000 per year on the basis of its total economic damage, would very nearly pay the entire cost of the abatement program. From this standpoint, pollution abatement as a national project would be practically self-liquidating, says the report, adding that its intangible benefits probably would greatly exceed any economic benefits which might be conceived.

Complete report available

Complete copies of the report from which this material was extracted, are for sale by the Superintendent of Documents, Washington, D. C., at 5 cents each. Ask for Vol. 59, No. 27, issue of *Public Health Reports*, dated July 7, 1944.

New York State's Housing Program Progresses

New York's Division of Housing has contracted with municipal housing authorities for the postwar construction of 15 projects to provide 13,351 homes for low-income families. Sites for these projects are being acquired, and architects are at work on site and unit plans. Loan contracts for war and postwar housing in New York already total about $123,000,000, the National Association of Housing Officials reports.

The bulk of this postwar housing—10 projects—now is concentrated in New York City with the other five in Elmira, New Rochelle, Port Chester, Yonkers and Utica. Preliminary plans for 4,920 additional postwar dwelling units are under consideration for Freeport, Rockville Center, Tarrytown and New York City. According to the association, New York is the only state with a postwar housing program set up and ready to go as soon as materials and manpower are available.

Permanent housing, completed or under construction for 4,884 war-worker families in Niagara Falls, North Tonawanda, Tonawanda, Schenectady, Elmira, Brooklyn and Utica, will accommodate families in low income groups after the war. State and city subsidies will assure low rentals for these units, as well as for the other postwar projects already mentioned.

No suggested or approved layouts are included in development standards set up by the housing division. Local architects are encouraged to work out site and unit plans according to needs and habits of families living in communities where projects are to be built. In every instance in the program, local architects were employed, resulting in wide variance in site and unit plans. However, all meet minimum standards on room size, coverage and density, accessibility to community facilities, etc.

Unit plans submitted for review must show furniture, radiation, exposed pipes, electric outlets and door swings. To guarantee a minimum amount of furniture, spaced to permit adequate movement, the division specifies basic furniture requirements, room by room.

New York authorized in 1938 a $300,000,000 debt for state loans and subsidies for low-renting housing projects. A law passed by legislature the next year enabled the state to borrow half the total amount. Two-thirds of this $150,000,000 was authorized for allocation to New York City, with the balance reserved for the rest of the state. A new bill passed this spring authorizes an additional $35,000,000 out of the $150,000,000 for public housing in New York City, thus changing the former ratio. New York State's provision for slum clearance and construction of low-rent housing is, the association says, the only one in the country.

g. 1. Construction of a deep water tunnel in Chicago required an all-steel removable bulkhead of unusual design.

Removable Bulkhead For Water Tunnel

***ontents in Brief**—An all-steel removable bulkhead, installed 116 ft. below ound in a vertical shaft, protects a 13-ft. tunnel under construction from ter flowing through an existing 8-ft. tunnel immediately overhead. Cables tached to the bulkhead's 31 component parts and extending to the top of e shaft will permit removal of the bulkhead piece by piece after the new nnel has been completed.*

N ENGINEERING PROBLEM of unusual oportions was solved recently by icago waterworks engineers in mak- the connection between a new ft. clearwater tunnel from the South strict filtration plant and an exist- 8-ft. tunnel from the Dunne Crib pplying the 68th Street pumping tion.

Success of the operation hinged on installation and subsequent re- val of a large steel bulkhead in- lled 116 ft. below ground. The ef problem was to design, fabricate and install the bulkhead so it would be reasonably watertight with provisions made for the removal of its 31 component parts after it had served its purpose.

Reduced wintertime pumping requirements of the 68th Street station permitted the 8-ft. supply tunnel to be taken out of service while making the connection. During this period sufficient raw water was furnished the plant through its intake line from the 68th St. Crib to operate three of its five pumps for an output of 120 mgd.

Installation of the bulkhead, however, had to be completed by June 1, since the summertime demand of 160 mgd. on the 68th Street station required both of its intake tunnels to be in full operation by that time. Carefully planned and well executed construction procedure resulted in the bulkhead being installed and sealed, and the old tunnel put back in operation just in time for the summer pumping season.

Installed at old work shaft

An existing 10-ft. dia. vertical shaft from the ground surface to the old water tunnel was the logical location for making the connection. The old tunnel connects into this vertical shaft at two elevations: at El.—97.7 on the lake side and at El.—37.3 on the side toward the 68th Street pumping plant.

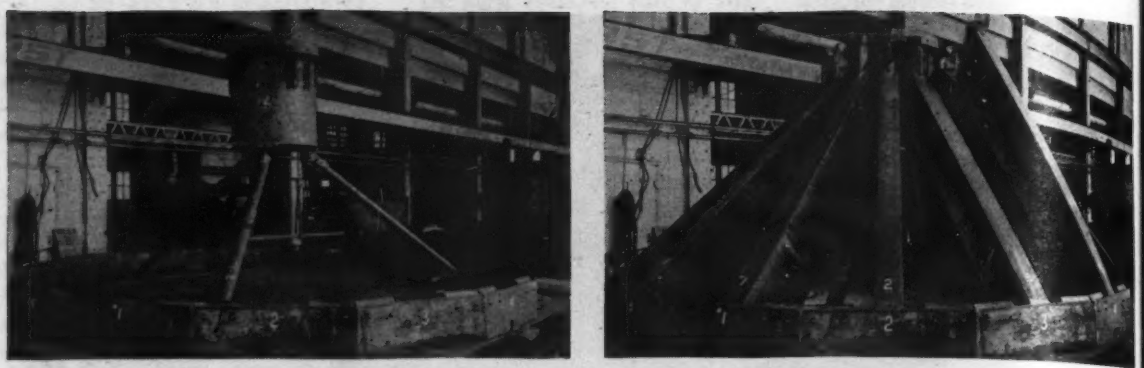


Fig. 2. Pivotal legs for the bulkhead core (left) bear against the base ring. Old steel beam ribs (right) bear against the base ring while their tops are held in slots on the central drum.

The bottom of the new tunnel at the vertical shaft is at El.—132.7 which provided ample space for installing the bulkhead between the top of the new tunnel and the bottom of the lower section of old tunnel. (see Fig. 5).

Shaped like a cone

When completely installed in a flared extension of the vertical shaft the removable bulkhead resembles a segment of a cone, although in reality it is a 15-sided figure having a base diameter 17 ft. 2 in. and sloping up to a top 3 ft. 8 in. in diameter. It is 7 ft. high. The sole function of the bulkhead is to prevent water flowing overhead through the old 8-ft. tunnels from entering the uncompleted new tunnel leading to the filtration plant.

The bulkhead will not be removed for several months, during which time mining of the new tunnel will be completed and it will be lined, sterilized and subjected to numerous operational tests before being placed in service.

Piecemeal removal adopted

At no time during the full-capacity operation of the 68th Street pumping station could the old 8-ft. tunnel be taken out of service long enough to remove the bulkhead. Neither would it be possible for a diver to descend in the shaft to remove the bulkhead while the old tunnel is operating as he would be working 116 ft. below ground and under a 110-ft. head of swiftly moving water.

Faced with these grim realities, the waterworks engineers conceived, designed, fabricated and installed the removable steel bulkheads, the chief requirement being that it could be removed at the proper time by workmen at ground level.

To insure its easy removal the bulkhead is neither welded, bolted nor riveted as a single unit. Considerable welding was employed, however, in fabricating the component parts. It is made up of 31 segments, each attached to a 115-ft. length of $\frac{3}{4}$-in. steel cable running to ground surface. No new steel was needed. All steel beams, plates, angles and hoisting cable were taken from the city's stock of used materials.

First step in preparing for the installation of the bulkhead included sealing of the old tunnel with a 4-ft. thick concrete bulkhead a short distance north of the work shaft after a control gate in the tunnel on the south side of the shaft was closed and the intervening section of tunnel dewatered.

The vertical work shaft was extended down to the bottom of the new tunnel and the tunnel proper was mined and lined for a short distance away from the shaft. The concrete-lined shaft was flared out to a 17-ft. 2-in. dia. at El.—111.5 and shaped to permit easy erection and removal of the bulkhead to be installed at that elevation.

While the shaft was being prepared

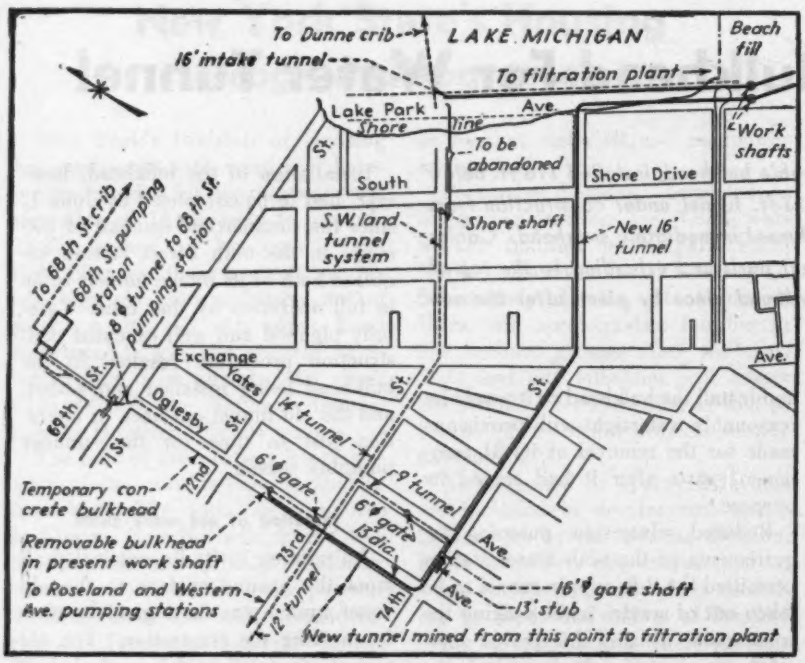


Fig. 3. When completed, the new 13-ft. tunnel will serve the 68th Street pumping station as well as supplying the 73rd St. tunnel, now served by Dunne Crib. Connecting the Dunne Crib line to the 16-ft. intake tunnel can not be completed until the South District filtration plant is in operation.

receive the bulkhead the city's hops were busy fabricating the all-eel assembly. No great amount of recision fabrication was necessary, ut, to be sure of its functioning, it as completely assembled in the shop nd all parts matchmarked to insure roper erection and easy removal. It as then dismantled in the exact man-er that will be followed at a later date fter it has served its purpose.

The bulkhead contains 31 remov-ble parts; a central drum supported n three pivotal legs, 15 sections of eel beams forming the ribs, and 15 over plates which make up the shell. n all-welded 15-sided base ring, fab-icated in four pieces and installed in he recessed section of the work shaft o support the bulkhead, will not be emoved.

The central drum, formed of ¾-in. heet steel, is 3 ft. in dia. and 3½ ft. igh. It serves as the core of the bulk-ead, forming a bearing for the upper nds of the steel-beam ribs. Short ieces of bars, welded in pairs to the utside of the drum near its top, form lots to hold the upper ends of the ribs n place.

Three 3-in. dia. extra strength pipe gs are pin connected to lug angles elded to the bottom of the drum. hile installing the ribs, the legs sup-ort the drum at a point about 6 in. bove its final location by temporary locks between the ends of legs and in-de of base rings. After all ribs have een erected in bearing against the wer portion of the drum, the tem-orary blocks are removed and the gs spread out until they bear against e base ring. This operation lowers e drum sufficiently, while the webs the upper ends of the ribs slide in e prepared slots, until the angle at e top of the drum rests on the ends the ribs and locks them securely in ace.

A short section of 6x6x⅜-in. angle elded to the bottom of each leg acts a shoe and bears against the base ng. The pulling cable for the drum attached to two steel plates located its center and extending the full pth of the drum where they are elded to the bottom plate.

Old steel beams for ribs

Old 24-in. steel I-beams form the ribs. Both ends were cut on a 45-g. bevel. At the upper end the top nge was coped to permit the web to slide easily into the drum slots. At the lower end the top flange and a portion of the web was cut at 90 deg. to the previously beveled cut and 1-in. steel plates were welded to the end of the web to form a shoe which bears against both the bottom and the vertical legs of the base ring. Guide angles, welded on the bottom leg of the base ring, insured each strut being erected in proper position. They also hold the ribs securely in place. Hoisting cables are attached to a 1-in. plate welded to the upper end of each rib.

The 15 cover plates forming the outside shell of the bulkhead required careful fabrication. Due to the 15-sided shape of the completed bulkhead they had to be bent slightly on their centerlines and at the same time all edges had to be kept straight to insure proper bearing on the supporting ribs.

Cover Plates Stiffened

Cover plates span from rib to rib. Their edges were not milled to furnish a watertight closure, in fact, a 1-in. opening was left between plates, over the centerline of each rib. After the plates were assembled in place these openings were filled with mastic and overlaid with 8-in. wide strips of tarred fabric. Plate stiffeners, welded underneath the cover plates, prevent their buckling under the 110-ft. head of water which they must carry. Ends of cover plates are beveled 45 deg. to fit snug both top and bottom and the joints are filled with mastic. A looped rod welded to each coverplate near its upper end is cable-attached for removing the plate.

After the bulkhead was completely installed the central drum was filled with concrete to give added stability and to resist any possible hydrostatic pressure when the old 8-ft. tunnel above the bulkhead is put back into service.

The bulkhead is now in place and functioning properly. It will be removed sometime this year after the new tunnel connecting the workshaft to the filtration plant has been completed and tested, and after construction of the filtration plant has reached a point where it can serve the tunnel.

Sequence of removal

When that time arrives the new tunnel will be filled with water from the filtration plant and a head built up against the bottom of the bulkhead equal to the water pressure from above. A 4-in. steel pipe airline in the shaft will agitate any sand or silt deposited on the bulkhead. With the water pressure equalized on both sides of the bulkhead, it will be removed piece by piece, by withdrawing the 31 cables leading to ground level at the top of the shaft.

The 15 coverplates will be removed first, starting with any one plate and

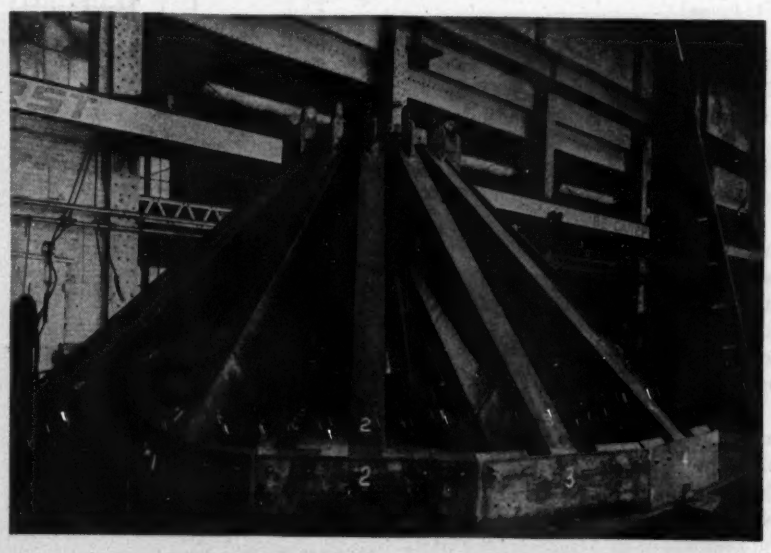


Fig. 4. Proper erection and easy removal were insured by shop assembling the complete bulkhead. Each cover plate, rib beam, and the central drum has its own hoisting cable.

progressing around the periphery of the bulkhead. Next, the central drum will be raised slightly to disengage the steel-beam ribs from the slots formed on the outside of the drum. With the ribs swung clear, they will be removed in the proper sequence, and lastly, the drum will be pulled up out of the shaft. At this point, the new tunnel will take over supply water to the 68th Street, the Roseland, and the Western Ave. pumping stations, formerly served direct from Dunne Crib.

Dunne Crib, however, will continue in service to supply raw water to the filtration plant now nearing completion near 79th St. and Lake Michigan. No connection can be made at 73rd St. and Lake Park Avenue (see Fig. 3) between the raw water intake tunnel and the Dunne Crib intake line until the filtration plant is operating to supply its 16-ft. outlet tunnel. However, when this connection is made, the section of the 73rd St. tunnel between Lake Park Avenue and South Shore Drive will be bulkheaded and taken out of service.

South side supply system

How the new 16-ft. tunnel will serve the city's south side pumping plants is of more than passing interest. With the bulkhead safely removed from the work shaft in Oglesby Ave., water from the new tunnel will rise up into the shaft and flow out in two directions—north to the 68th Street plant and south to the existing 73rd St. tunnel.

At the same time the 9-ft. tunnel in Yates Ave. will be feeding into the 73rd St. tunnel. A 6-ft. gate in this tunnel, together with the existing 6-ft. gate in the Oglesby Ave. tunnel, will furnish full capacity to the 12-ft. tunnel below 73rd Street.

The 100-ft. long, 13-ft. dia. stub tunnel near 74th St. and Yates Ave. was completed as a part of the main tunnel contract. It will be extended under 74th St. sometime in the future to serve the South West land tunnel system.

Although this huge bulkhead was put to a severe test to seal off water under a 110-ft. head from entering the new tunnel, it is functioning satisfactorily. Furthermore, the successful removal of its 31 component parts located deep beneath the ground is subject to certain risks. But it was fabricated so carefully and its removal has been rehearsed in such meticulous detail that the Chicago engineers have every confidence in the success of the operation.

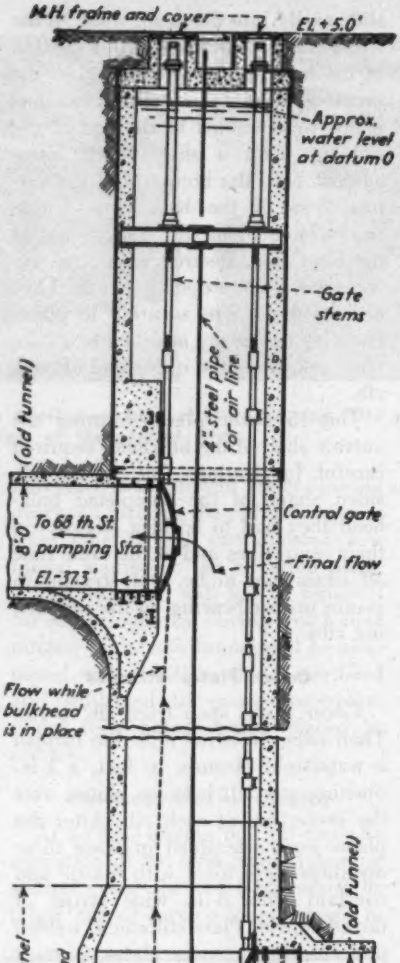


Fig. 5. Submerged under 100-ft. of water from the old 8-ft. tunnels, the bulkhead protects the new tunnel now under construction. Cables extending to ground level will remove the bulkhead after the new tunnel is completed.

All work in connection with the design, fabrication, installation and subsequent removal of the bulkhead is under the supervision of W. W. DeBerard, city engineer of Chicago, reporting to Oscar E. Hewitt, commissioner of public works. John S. Dean, engineer of waterworks construction, is in direct charge of the work and A. G. Anderson is project engineer in charge of tunnels. Arthur V. Schultz is resident engineer on construction. Wm. Casati, reporting to John R. Baylis, engineer of water purification, designed the bulkhead.

Metal Lath Manual Revised For Simplification

A revision of *Simplified Practice Recommendation R3-41, Metal Lath (Expanded and Sheet)*, has been approved for promulgation, according to an announcement of the Division of Simplified Practice, National Bureau of Standards. It will be identified as *R3-44* and the title will be changed to *Metal Lath (Expanded and Sheet) and Metal Plastering Accessories.*

This revision further simplifies the types, weight and sizes of items in the issue which it supersedes, and broadens the coverage of the recommendation to include bullnose corner bead, corner lath, strip lath, base screeds, metal casings, concealed picture mould, tie wire, hanger wire, and metal studs for hollow partitions. This places all metal plastering accessories within the scope of the recommendation and explains the change in title as mentioned above.

Use of the critical materials needed in the production of the commodities covered by *R3-44* is now restricted by War Production Board order. The new recommendation will, therefore, become effective when the critical materials become available for this purpose.

Until printed copies are available from the Superintendent of Documents, Government Printing Office, a limited supply of free mimeographed copies may be obtained by applying to the Division of Simplified Practice, National Bureau of Standards, Washington 25, D. C.

A Combination of Surveying Methods is Best

Paul Van Buskirk
The Huron-Clinton Metropolitan Authority, Detroit, Mich.

OGRAPHIC SURVEYING should ben- from the discussion that M. F. ault started so well in his article ne Table Versus Transit for Top- phic Mapping," in *Engineering s-Record* May 4, 1944, p. 680. re is too little use of stadia, para- ically due to its advocates, who are tinually laying too much stress on shots; the "long shot" field now ngs to the photographic mapping le. Graphic methods are used too and too many jobs are cross sec- ed, because it is "simple," al- gh the "breaks" are seldom taken less often plotted correctly.

ew surveymen know that a sturdy ular stadia slide rule can be had one dollar. The tape rod is re- d because it is not "accurate," by same man who uses his H.I. to nearest tenth of a foot and reads side shots the same way. In a lar way too much attention is n to the trivial *f* plus *c* correction, h does not show when plotted, is best taken care of by advanc- the index hair a hundredth when g a reading.

ecifically, the author wishes to to the discussion of the Baltimore Shirley method of topographic ping, which has been revived and roved. This method is now used ly in the Detroit district, even by nizations owning plane tables. iations in this procedure have n that a combination of methods st for topographic work.

gineers of one large local or- ation use their plane table as a drawing board only, depending 10-in. dia. celluloid protractor graduated cross bar for plotting it shots. The protractor is piv- at the station, another needle is ted against its edge on the dian and shots are plotted as reduction being by a circular slide rule. Ordinary Philadel- phia or Frisco rods are used, long shots being avoided. Station elevations are established, the rod reading at the instrument determined and all shots taken as inclined sights on that reading. The usual scale is 100 ft. per inch.

We depend on the transit for all our topography, but use some unique equipment for determining elevations and for field plotting shots. We field draw all our work on the newly developed white pencil tracing cloth, which is almost waterproof, using very hard pencils for accuracy of line and to prevent smudging. The drawing table is made from a stock 20 x 26-in. board, having a built-in white celluloid protractor, the 10-in. center circle being free to revolve and having one radius graduated carefully to the required scale (Fig. 1).

The control stations are plotted on the sheet, a meridian line being drawn near the middle and the known data added. The plotted position of the occupied station is centered carefully on the disk and the sheet is oriented by bringing its meridian line parallel to the board meridian. As the transitman calls the azimuth, the topographer revolves his scale to that reading, plots the distance as it is given him, then inserts the proper elevation figures. Great precision can be attained in plotting shots by this method. The white celluloid background makes it possible to bear down on the pencil and get opaque contour lines, which will yield blueprints direct. Moreover, the lines will not smudge, and so make a good permanent record.

At each new set-up the sheet must be moved, but orientation is kept accurate by always scaling from the sheet meridian. While mapping sections on which only the exterior and quarter lines were run as control, we often traverse seven or eight stations

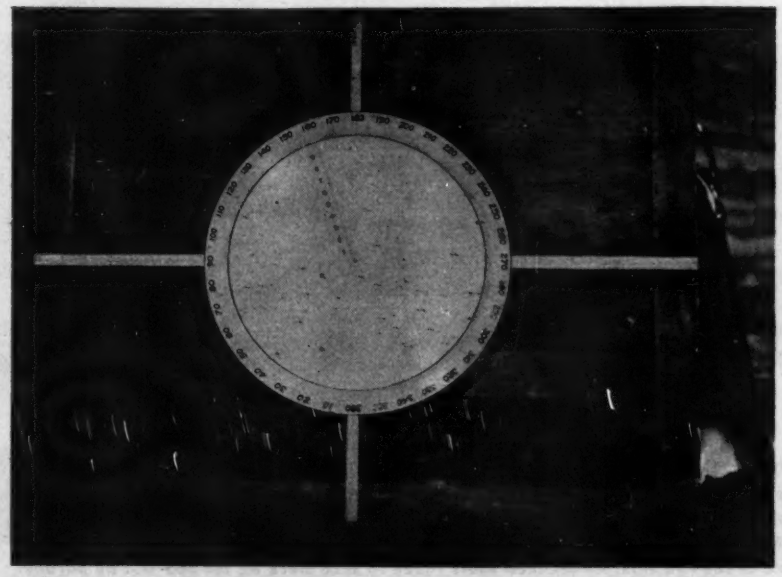


Fig. 1. Topographic mappers in Detroit area use a 20x26-in. drawing table with built-in celluloid protractor.

and close back into our control with an error of about 0.05 in. when working on a 200 scale.

Rapid plotting possible

Plotting is so rapid by this method that one rodman can not keep up, while two rodmen put the transitman behind with his elevation reductions. This bottleneck was broken by using tape rods of the type shown in Fig. 2, which permitted the bubble-level elevations to be read directly and made the reductions of inclined shots an easy mental subtraction, as illustrated graphically in Fig. 3.

The ease with which shots may be reduced and plotted makes for much better field work. With the board mounted on a tripod and approximately oriented near the transit, errors in azimuth and distance readings are at once detected by the topographer. In bad weather the topo-table can be operated inside a car if it is possible to drive within hearing distance of the transitman. Good speed can be made with two regular rods, if the transitman knows the visual method of counting above or below his datum rod reading and if he sets the center hair of the instrument on the datum rod reading for inclined shots.

By the method just outlined the

Fig. 2. Surveyors may increase their speed by use of tape rods of this type.

field checking advantage of the plane table method is utilized, with the greater strength of the transit readings. Locations by intersecting angles can be made, and resection and three point location can be done by using an extra sheet. The equipment works well on 200-ft. scale jobs, as a quarter section can be done on one sheet. Only 40 acres can be done to a sheet at 100 ft. scale, but for strip work 3,000 ft. may be done on a rolled sheet.

A variation of the method outlined

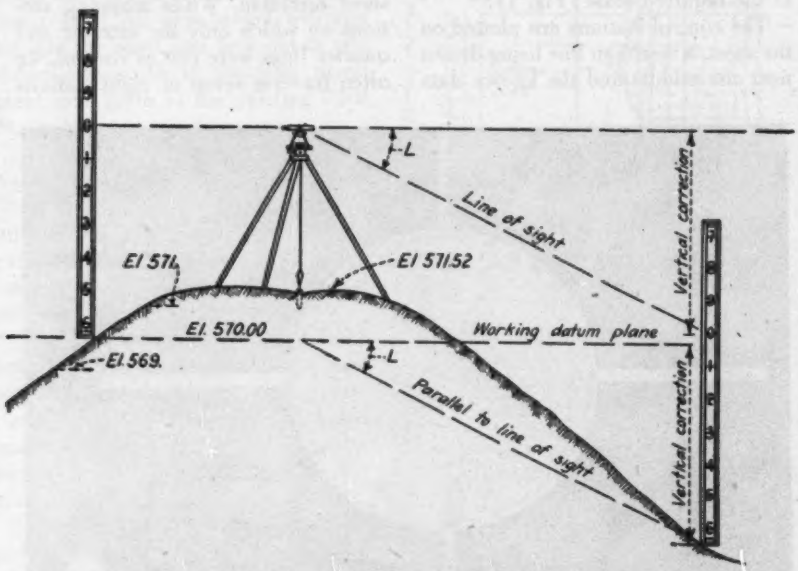


Fig. 3. Use of tape rods makes reduction of inclined shots an easy mental subtraction. Procedure is as follows: Set the rod on a stake of known elevation and move the tape until that reading comes to the level line of sight, then clamp the tape. All bubble-level shots now give the last three figures of elevation on which the rod sets. All inclined shots taken to zero mark on the rod will be parallel to a line from bottom of rod to a point below the instrument in the 10-ft. datum plane; hence vertical corrections can be made directly to 10-ft. datum.

was devised for 50-ft. scale work by Maurice Baldwin of our staff. He uses the tracing cloth on a plane table slips a 14-in. dia. cardboard protractor under it, centers and orients, the scales on the top with a white edge scale pivoted by needle point at the station. This permits much larger sheets to be used in the field. Successful use of the method requires that the center point of the protractor be marked with a small circle and covered with thin celluloid, to prevent the needle hole from becoming inaccurate.

To summarize, no one method is satisfactory for all surveying jobs. The engineer should select the best method or combination of methods for the work in hand. But field drawing of details is one item that should be included in any method selected.

Irrigation Projects to Transform Brazilian Area

A drought area of more than 260,000 square miles in the Brazilian states of Maranhao, Piaui and Ceara is soon to be converted into a fertile productive region by irrigation projects nearing completion in the South American republic.

A group of technicians cooperating with experts of the Commissao Brasileiro-Americana has assisted in bringing the projects to completion. The Brazilian government has diverted more than 1,600,000 acre-ft. of reservoir water into the area during the past ten years, and the work of irrigation is being intensified to keep pace with Brazil's growing economic requirements.

A big dam, with a storage capacity of 584,000 acre-ft., is being finished at Curema and is expected to develop hydroelectric power of a 2,000 kw output. Besides irrigation ditches and dams, a large network of roads is being built in the region to provide adequate transportation.

The work is being done by the Fomento Vegetal, a division of the Brazilian Ministry of Agriculture with the joint cooperation of the Institute of Inter-American Affairs and the Commissao Brasileiro-Americana. Additional irrigation and hydroelectric projects planned by the Brazilian Government include tapping the São Francisco River for a hydro-electric output estimated at 750,000

Save the Surface with Proper Drainage

postwar highway and airport construction planning, uch thought is being given to proper drainage. Too any hard-surfaced roads and airfields of the past ecade "cracked up" prematurely because of inade- uate provision for disposal of storm water.

Exhaustive studies and tests made by the Portland Cement Association, the Clay Products Association, the Armco Culvert Manufacturers Association and other researchers have proved conclusively the need for thorough drainage. The wealth of authoritative information available assures future roads and landing fields of maximum permanence.

BUCKEYE TRACTION DITCHER CO.
Findlay, Ohio

For over 50 years Buckeye Trenchers have provided trenching with maximum overall economy

Over a dozen models—ladder and digging wheel types—in the broad soundly engineered Buckeye line. Service trenchers for general application, specialized models for airport and farm drainage, pipeline and utility work. When you think of trenching, you naturally think of Buckeye.

Built by Buckeye

Convertible Shovels Road Wideners Trenchers
Spreaders R-B Power Finegraders Tractor Equipment

CONTRACT UNIT PRICES

What contractors are bidding on different kinds of construction work

EARTHWORK, BRIDGES, SIPHONS DESCHUTES PROJECT, OREGON

OWNER: U. S. Bureau of Reclamation, Bend, Ore.

PROJECT: Earthwork, structures, construction to two highway bridges, reinforced concrete siphons under City of Prineville Railway and in Sherwood Canyon, along North Unit Main Canal, Deschutes Project, near Redmond and Terrebonne, Ore. Reinforced bridges constructed on concrete piers extending to solid rock; bridge deck of beam and slab construction; roadway width 26-ft.; total length of each bridge 48-ft., divided into two spans of 24-ft. each. Siphons consist of inlet structure, outlet structure, and conduit (City of Prineville Railway siphon includes two 7-ft. square conduits 77-ft. long; Sherwood Canyon conduit is 11½-ft. by 392-ft. long).

CONDITIONS: Government will furnish cement; sand; coarse aggregate; reinforcement bars; expansion metalwork; sluice gate, stem and guides; ladder rungs, drainhole pipes; permanent structural timber; anchor bolts, washers; paint and coating materials; and all other materials that will become part of completed structure. Contractor to furnish all other materials and complete work in 200 calendar days. Rail and highway transportation facilities available. Wage rates are: skilled labor, $1.35 to $2.00 per hour; common labor, 95c.; semi-skilled labor, 90c to $1.50.

PARTIAL LIST OF BIDDERS:

1. McLaughlin Constr. Co., Pocatello, Idaho (low bidder) $58,881
2. David A. Richardson, Santa Cruz, Cal 60,397
3. Scheumann & Johnson, Seattle, Wash 74,756

Item	Quan.	Unit Prices (1)	(2)	(3)
1. Excavation, common	10,300 c. y.	$0.30	$1.70	$1.00
2. Excavation, rock	1,400 c. y.	4.00	1.70	3.00
3. Backfill	9,200 c. y.	.20	.20	.40
4. Compacting backfill	1,600 c. y.	.75	.70	1.00
5. Riprap	850 c. y.	3.50	2.50	4.00
6. Concrete	1,308 c. y.	28.00	25.00	35.00
7. Place reinforcing bars	210,000 lb.	.0375	.02	.03
8. Place elastic joint-filler material	20 s. f.	.50	1.00	2.00
9. Place metal water stops in joints	3,160 lb.	.13	.06	.10
10. Drill 6-in. drainage hole	40 l. f.	12.00	7.00	10.00
11. Install blow-off valve and connections	1,200 lb.	.11	.05	.10
12. Install miscellaneous metalwork	1,200 lb.	.13	.06	.10
13. Temporary construction to permit building of C. of P. Ry. siphon	Lump Sum	1,300.00	400.00	2,000.00

TAXIWAYS, ZANESVILLE, OHIO

OWNER: Civil Aeronautics Administration, Chicago, Ill.

PROJECT: Construction of two 75-ft. wide taxiways for the Zanesville, Ohio, Municipal Airport. Involves paving of taxiways, aprons and concrete pavement with 90,600 square yards of Class A concrete; 91,650 square yards of 5-in. granular sub-base blanket course; required liming, fertilizing and seeding; necessary 3-in. cable ducts encased in concrete (including concrete markers) in one, two and four duct banks. Alternates were allowed for concrete paving or for crushed aggregate bituminous surface course. Award made on basis of concrete pavement.

CONDITIONS: Contractor to furnish all materials and complete work in 45 days. Rail and highway transportation facilities available. Other work is being carried on by construction contractors and it is necessary for contractor on this schedule to cross over work now in progress or completed. Contractor should hold these crossings to a minimum consistent with efficient prosecution of work. Wage rates specified are: skilled labor, $1.15 to $1.625 per hour; semi-skilled, 90c. to $1.125; and common, 72½c.

PARTIAL LIST OF BIDDERS: (Concrete paving)

1. Lewis & Frisinger Co., Ann Arbor, Mich.; E. B. Schwaderer & Co., Cass City, Mich.; and Julius Porath & Sons Co., Detroit, Mich. (contract) $292,521
2. Pierce Construction Co., Toledo, Ohio ..... 297,1[illegible]
3. Launder & Son, Inc., Toledo, Ohio ..... 302,3[illegible]

Item	Quan.	Unit Prices (1)	(2)	(3)
1. Grading	17,000 c. y.	$0.30	$0.50	$0.[illegible]
2. Repairing washes	500 c. y.	1.00	1.00	1.[illegible]
3. 5-in. granular sub-base blanket course	91,650 s. y.	.32	.30	.3[illegible]
4. 9-in. uniform Class A concrete pavement, taxiway and apron	90,600 s. y.	2.50	2.55	2.[illegible]
5. Liming	230 ac.	10.00	10.00	20.[illegible]
6. Fertilizing	230 ac.	12.00	10.00	20.[illegible]
7. Seeding field and sideslope area with winter rye	150 ac.	8.00	12.00	15.[illegible]
8. Seeding field and sideslope areas with seed mixture	230 ac.	20.00	20.00	20.[illegible]
9. Straw mulch	20 ac.	200.00	125.00	100.[illegible]
10. Soiding	30,000 s. y.	.42	.30	.3[illegible]
11. 3-in. cable ducts encased in conc., incl. concrete markers (1 duct bank)	160 l. f.	1.50	1.00	1.[illegible]
12. As above (two duct bank)	1,050 l. f.	2.25	1.20	1.[illegible]
13. As above (four duct bank)	80 l. f.	3.50	2.50	3.[illegible]
14. Concrete, 1:2:4 mix, for erosion protection, etc	15 c. y.	50.00	35.00	40.[illegible]

SANITARY SEWER SYSTEM MAGNA, UTAH

OWNER: Town of Magna, Salt Lake County, Utah. C. J. Ullrich, Salt Lake City, engineer.

PROJECT: Completion of sanitary sewerage system in Magna, Utah, involving the furnishing and laying of approximately 49,000 linear feet of vitrified clay sewer pipe; necessary trench excavation and backfill, including one line in alley that is 9 to 12-ft. wide in which pipe is laid 12 to 16-ft. deep in hand-excavated trench.

CONDITIONS: Contractor to furnish all materials and complete work in 175 working days. Rail and highway transportation facilities available. Wage rates are: skilled labor, $1.25 to $1.50 per hour; semi-skilled, $1.00 to $1.10; and common, 75c. Project originally started in 1941 as WPA project. Disposal unit is completed and half of sewer system already in.

PARTIAL LIST OF BIDDERS:

1. Enoch Smith Sons Co., Salt Lake City, Utah (contract) ..... $122,2[illegible]
2. Stroud-Seabrook, Layton, Utah ..... 134,2[illegible]
3. Wheeler & Tempest, Salt Lake City, Utah ..... 157,7[illegible]

Item	Quan.	Unit Prices (1)	(2)	(3)
1. Field office	Lump sum	$500.00	$300.00	$400.[illegible]
2. Sewer trench excav. and bkfill	28,100 c. y.	1.40	1.20	1.[illegible]
3. Spec. sewer trench excav. and bkfill	2,400 c. y.	3.00	5.00	3.[illegible]
4. Service lateral excav. and bkfill	7,800 c. y.	2.00	2.50	1.[illegible]
5. 15-in. vitrified clay sewer pipe	200 l. f.	2.00	1.75	2.[illegible]
6. 12-in. vitrified clay sewer pipe	1,100 l. f.	1.40	1.30	1.[illegible]
7. 10-in. vitrified clay sewer pipe	3,850 l. f.	1.10	1.10	1.[illegible]
8. 8-in. vitrified clay sewer pipe	26,005 l. f.	.90	.80	1.[illegible]
9. 4-in. vitrified clay sewer pipe	17,000 l. f.	.80	.50	2.[illegible]
10. 15x4-in. vitrified clay wyes	7 ea.	10.00	9.00	4.[illegible]
11. 12x4-in. vitrified clay wyes	25 ea.	6.00	8.00	12.[illegible]
12. 10x4-in. vitrified clay wyes	150 ea.	5.00	7.00	7.[illegible]
13. 8x4-in. vitrified clay wyes	930 ea.	3.00	6.00	4.[illegible]
14. 8x6-in. vitrified clay wyes	5 ea.	3.00	6.00	4.[illegible]
15. 4-in. 45-deg. vitr. clay ells	1,111 ea.	1.50	1.20	1.[illegible]
16. Gravel fill for trench bottom	500 c. y.	2.00	1.50	1.[illegible]
17. 2x8-in. plank for pipe supports	5,000 ft. b.m.	.10	.05	.[illegible]
18. Conc. manhole, c.i. cover and ring	84 ea.	150.00	250.00	140.[illegible]
19. Conc. flush tank, c.i. cover and ring	9 ea.	200.00	300.00	227.[illegible]
20. Conc. manhole per ft. over 10' deep	30 l. f.	15.00	15.00	15.[illegible]
21. 8-in. cast iron pipe, under RR track	96 l. f.	3.00	6.00	3.[illegible]
22. 10-in. cast iron pipe, under RR track	32 l. f.	5.00	7.00	4.[illegible]

The power of the Army's "Navy" can now be yours

NEW POWER FOR A NEW WORLD

nong the fighting craft powered by erling engines are the 104-foot offshore cue boats of the U. S. Army Air Forces.

e to the urgency of war, we are build- engines for the allied navies, armies d U. S. Coast Guard, which, in design d construction, are a generation ahead their time. Engines that develop greater rsepower per pound of weight than ever fore—that are more economical to oper- —that give long months of dependable vice—before even needing an overhaul.

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launches that tow the Pan erican Clippers to their orings, are powered with ling engines.

Fishing fleets can now have the dependable power of Sterling engines that have been proved under the tests of war.

Telephone calls must always go through. That's why many exchanges have auxiliary generators driven by Sterling engines.

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EASY-TO-READ, *raised* black graduations on crack-proof white surface . . . resist abrasion from rock, sand, scraping over rails, pipe, concrete, etc. In all sizes and types—in cases or reels. Ask your dealer—or write for catalog.

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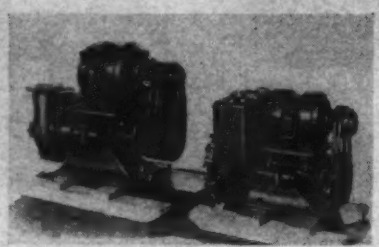
NEW AIDS TO THE CONSTRUCTOR

Centrifugal Pumps With Overhead Motor

More accurate speeds are possible, it is stated, with a new Amsco-Nagle overhead motor centrifugal pump. In addition, the motor is more accessible, and is protected against flooding.



The manufacturer's Type "A" and Type "T" horizontal pumps are available with overhead motor mounting.—*American Manganese Steel Division, American Brake Shoe Co., Chicago Heights, Ill.*

• • •

18-in. Pneumatic Saw

Built on the same principle as a crosscut saw, and usable above or under water, the new Davey 18-in. pneumatic saw, operating at a speed of 225 strokes per minute, will cut an 18-in. timber in less than a minute, the manufacturer asserts.

An easily adjusted clamping device supports the saw's weight, and is said to prevent arm-jerking jolts and uneven cuts. Simplicity of design permits efficient saw operation and maintenance even inexperienced workers.—*Davey Compressor Co., Kent, Ohio.*

• • •

Hydraulic Dredge

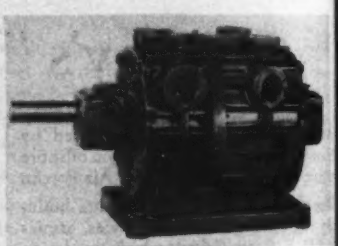
Fully equipped to operate in isolated locations for long periods, a new 12-in. hydraulic dredge is of compact design. It will handle sand, clay and silt to a depth of 16 ft. and deliver the material through a maximum of 1,000 ft. of discharge line at water level, or 500 ft. of line at 30-ft. elevation.

The main dredging pump has a 14-in. suction pipe and a 12-in. discharge pipe; it is powered by an 8-cylinder, 320 hp. diesel engine. The prefabricated steel hull measures 104 ft. x 29 ft. x 6 in., enabling the complete dredge to be shipped on standard railroad cars or in cargo holds. A 36-ft. digging ladder is provided, with an overload margin. Interchangeable cutter heads meet varying character of materials encountered on different projects.—*American Steel Dredge Co., Fort Wayne, Ind.*

• • •

Rotary Air Pumps

Compact but combining the advantages of two separate single-cylinder pumps, a new two-cylinder rotary pump may be used for air pressures up to about 50 lb. per sq. in., and for vacuum up to about 28.7 in. mercury.



This machine is made in several sizes, and is said to be smooth and quiet in operation. One pump cylinder may be used for pressure while the other is used for vacuum; or both may be used for pressure or for vacuum.—*Leiman Bros., Inc., 115-74 Christie St., Newark, N. J.*

• • •

Tractor Grip-Lug

Old grouser shoes may be "retreaded" quickly and easily, the manufacturer states, with a new Bulldog tractor grip-lug. Available in two sizes, this device has a specially designed groove and bevel, which permit the weld to grip the retread material firmly.

Of work hardening steel, this lug is said to become harder and tougher with use. It provides efficient traction, and

w TOURNAPULL SPEED
ts Costs and increases Profits

n profitably handle both long hort hauls . . . move more e with fewer units . . . save uipment cost and get lower st per yard.

Tournapulls, like all big-capacity scrapers, are designed for pusher loading. They load quickly, haul and spread their own loads, are one-man operated. Because of their large diameter pneumatic tires of large cross section — plus low pressure and greater ground area — Tournapulls operate over concrete without surface damage, travel between jobs under their own power, thus save on freight.

TOURNAPULLS operate from 2.6 to 14.9 m.p.h. — that's 2 to 3 times faster than the fastest tractors. Chart here shows what this greater speed can mean to you in extra yardage.

ONE-WAY HAUL DISTANCE—CU. YDS. PER HOUR*

ctor-drawn Scrapers:	400'	600'	800'	1,000'	2,000'	3,000'	4,000'	5,000'	6,000'
-Yd. Capacity	—	—	175	153	97	71	56	46	39
-Yd. Capacity	—	187	162	142	89	65	51	—	—
-Yd. Capacity	196	163	139	122	74	—	—	—	—
-Yd. Capacity	170	142	121	106	65	—	—	—	—
th 15-Yd. Super C Tournapull you get:	200	180	168	156	116	91	76	65	55

*All units pusher loaded on level.

te that even on short hauls — 400 to 1000 feet e-way — Tournapulls compete very favorably h larger tractor-scraper outfits. While on long- hauls — 2000 to 6000 feet — Tournapulls ve from 19% to 41% more than even a 30-yard ctor-scraper outfit — with less first cost and s cost per yard.

Figure 10,000-Hour Profit

an example, take the extra yardage a Tournapull will move over a 10,000-hour working life on a 2000-foot, one-way haul. It varies from 190,000 to 510,000 pay yards, depending on comparative scraper size. *Estimate the profit to yourself on this extra yardage at your own usual bid price!* Can you afford to use more expensive, slower-moving rigs, when this *extra yardage* can be yours with the fast-moving, rubber-tired power of Tournapulls? Figure NOW to use job-proved Tournapulls on your postwar jobs. It will pay you—in first cost, lower cost per yard and greater profit each working hour.

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PEORIA, ILLINOIS • STOCKTON, CALIFORNIA

LeTOURNEAU (Aust.) Pty., Ltd., Rydalmere, New South Wales, Australia

UBBER-TIRED POWER FOR FASTER EARTHMOVING

TOURNAPULLS*, DOZERS, CARRYALL* SCRAPERS, POWER CONTROL UNITS, ROOTERS*, TOURNAROPE*, TOURNATRAILERS*, TOURNAWELD*, TOURNACRANES*.

*Trade Mark Reg. U. S. Pat. Off.

FLOORS that SALVAGE LIGHT

Light-Reflecting Floors made with Atlas White cement help make lighting systems more effective

We buy light to make seeing easier; yet much of its effectiveness is wasted by dark colored floors, just as by dark walls and ceilings.

Floors made with Atlas *White* cement, instead of gray cement, salvage light rather than absorb it. This is shown by lighting tests in a large airplane plant where the white cement floor reflected 20% to 60% more light to work areas than did an adjacent gray cement floor.

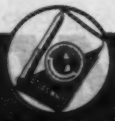
White concrete floors further promote ease of seeing by reducing the contrast in brightness between work areas and surroundings. They cut down shadows and dark areas and reduce eyestrain—a cause of lowered production, waste and accidents.

Whether in conversion or new construction, light-reflecting floors can help make lighting more effective. Send for the booklet, "Light from Floors," containing test data, cost and recommended installation and maintenance practice. Write: Atlas White Bureau, Universal Atlas Cement Company (United States Steel Corporation Subsidiary), Chrysler Building, New York 17, N. Y.

HOW ABOUT MAINTENANCE?

Experience shows white cement floors are easy to clean, easy to keep clean, and retain their reflection advantage. Maintenance is simple—frequent sweeping, occasional damp mopping, periodic scrubbing.

ENR-F-28



ATLAS WHITE CEMENT

For Light-Reflecting Floors

may be applied without having to tear down the assembly.—*Allied Steel Products, Inc., N.B.C. Building, Cleveland, Ohio.*

. . .

Full-Revolving Crane

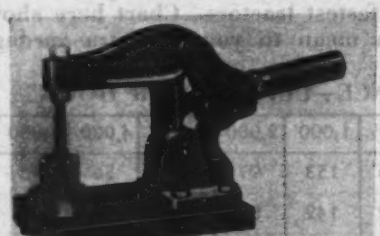
Designed primarily for fast, low-cost load handling, a new Model D full-revolving tractor crane has a lifting capacity (based upon 75 percent of overturning load) ranging from 1,500 to 6,000 lb. Standard boom length is 16 ft.; longer booms and special telescoping and gooseneck designs are available on order.

The unit, with a turning radius of 15 ft. and traveling speeds up to 15 mph., has conveniently located controls. Load stresses are carried by a heavy-duty steel frame bearing directly upon the tractor axles.—*Industrial Equipment Co., 59th and Doyle Sts., Emeryville 8, Calif.*

. . .

Fast Clamp

All dimensions have been held to a minimum in the Cam-O-Lok clamp, the manufacturer announces, which permits its use in limited space. This clamp, in three types for light, medium and heavy duty, is instantly adjustable over the entire range of its vertical holding capacity.



When objects varying in thickness are to be held, clamping pressure is attained without adjusting the hold-down bolt; locking and unlocking are accomplished by a lubricated threaded element in the positioning handle.—*Mechanics Engineering Co., Jackson, Mich.*

. . .

Mimeograph Stencil

A special mimeograph stencil sheet has been announced, for use by both prime and sub-contractors, to produce the 20 or more copies of the War Department inventory schedules usually required for contract termination procedures. This stencil sheet may be obtained with a facsimile of any of the three War Department inventory schedule forms placed on the surface of the stencil sheet.

The facsimile form serves as an exact

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See full page ad page 103

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Worthington Pump and Machinery Corp.

To Help You Build 'Em, Heat 'Em, Light 'Em

...es now making plans for postwar im-...ements will be using Blue Brute air-...r all along the line. You'll find ...thington compressors and air tools ... to back your bid on jobs like this: *...ilwaukee's 6-year program of im-...ement including a $22,248,093 ex-...diture for new bridges, sewers, ...dings, street widenings and exten-...s.*

...ther cities' plans have also gone be-...d the "proposal" stage. New housing ...cts and streets, involving new ...ches for gas mains and electric cable ...g — new bridges and sewers — will ...orward faster, more economically, with easier-breathing Blue Brute compressors on the job.

Available in all mountings . . . Diesel, gasoline or electric driven . . . Blue Brutes with Feather Valves* stay on the job longer without costly repairs, delays. Full force feed lubrication fights wear; 3-point suspension of engine and compressor cushions shock and vibration. Investigate *all* Blue Brute features now!

Then team 'em up with rugged, easy-handling, air-saving Blue Brute Air Tools . . . like the breakers shown above. You'll have a power team, sturdy and trouble-free for years to come!

Behind the Fighting Fronts

with

BLUE BRUTES

Shell-blasted mountain highways in Italy have been repaired with Blue Brute** assistance. In hundreds of war plants here at home . . . Navy Yards, air bases . . . Blue Brutes are at work. Your nearest distributor is listed on page 102.

PC 4-14

...U. S. Pat. Off. **Blue Brute Compressors and Air Tools are painted olive drab for the Army.

...et more WORTH from air with WORTHINGTON

BUY BLUE BRUTES

...s from 60 to 500 cu. ft. capacity in mount-...d all jobs. Rock Drills and Air Tools that have always set the pace for easy operation — available in a wide range of weights and sizes.

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Worthington Pump and Machinery Corporation Construction Equipment Division Holyoke, Massachusetts

HAISS

HI-POWER DIGGING BUCKETS have the lower sheaves non-pocketed, and up and above the counterweight where they and the closing line are out of the muck. For rope economy too, specify HAISS HI-POWER.

Bucket agencies throughout the country. Write, wire for prices, delivery and catalogs.

GEORGE HAISS MANUFACTURING CO., INC., 140th St. & Rider Ave., New York 51, N.Y.

3 WAYS to Beat the Labor Shortage

Immediate delivery on Gasoline Powered wheelbarrow or round base mounted 3 H.P. units, also Gasoline Engine and Pneumatic Chain Saws and most models of Circular MALLSAWS on suitable priority.

Ask your Distributor for MALL Portable Power Tools or write for Catalog.

Mall Portable Power Tools

Tools featured above are the MALL 1½ H.P. Gasoline Powered Concrete Vibrator—also available in 3 H.P. with round base or wheelbarrow mounting—as well as 1½ H.P. Universal Electric and 7500 r.p.m. Pneumatic models; Gasoline Engine Chain Saw which can be furnished in 24", 36" and 48" sizes—also pneumatic models, and MALL Electric Circular Saw, 2 models, 8" blade and 2½" cutting capacity, and 12" blade with 4½" capacity.

MALL TOOL COMPANY, 7730 South Chicago Ave., Chicago 19, Ill.

ARMY NAVY

Mall REG U.S. PAT OFF PORTABLE POWER TOOLS

guide for the typist in positioning copy to be added to the printed schedules. As many copies as may be needed can be produced from the single typing.—*A. B. Dick Company, 720 West Jackson Blvd., Chicago 6, Ill.*

. . .

Respirator

Adjustable to the wearer's facial contours because of a patented air-tight rubber face cushion and "Face-Fit" body, the new AL-400 aluminum airline respirator is said to be both safe and comfortable. Dual air-supply tubes connect with the main air-supply tube, which has an individual filter. A reduc-

tion valve makes possible minute adjustments in air flow, and by expelling excess air creates a cool cushion of air under the helmet.

The respirator is supported by a web belt which allows unrestricted movement of the head and body.—*Pulmosan Safety Equipment Corp., 176 Johnson St., Brooklyn, N. Y.*

. . .

Sealing Compound

Designed for spray, brush or slush application, a new sealing compound known as Galco is a thiokol synthetic rubber compound of the latex type.

This compound has a very low diffusion rate, low solubility in aromatic fuels and water, and high adhesion; it is said to maintain a tight seal at extremely high or low temperatures.—*Presstite Engineering Co., 3900 Chouteau Ave., St. Louis, Mo.*

. . .

Bending and Straightening Machines

Modernized throughout, a new line of bending and straightening machines in six sizes, with capacities from 50 to 40

(*Continued on page* 109)

s, can handle 5 to 24-in. beams. The chines have welded steel frames and irely enclosed operating parts.

A continuously running ram with one ding block, striking against the pe to be bent midway between two ring blocks, represents the operating nciple of the machines.—*Thomas chine Manufacturing Co., Pittsburgh Pa.*

. . .

Self-Dumping Hopper

Handling of small parts is speeded in ny plants by the use of a new self- mping hopper, according to the man- acturer's announcement. This hopper, all-metal skid bin with a hinged bot-

n, can easily be picked up and moved hand-lift truck.

An electric fork truck must be used dumping, which is done by elevat- the hopper until the bin handle en- ges with a positive-action catch at the p of the truck elevating column. The pty hopper is easily released by rais- the forks.—*Yale & Towne Manufac- ring Co., Philadelphia 24, Pa.*

. . .

Combustion Control

Fuel saving and increased heating ef- iency and convenience are provided a thermostatically regulated combus- n control system, it is claimed. One its special features is a new baro- tric draft control, whose square vane, unted in a square channel, is said to vide large air intake and positive cking action. Other features are a ermo-Draulic damper operator, a agic Dial thermostat and a limit con- l.

This new combustion control system s been designed for use with all ades of hand-fired fuel, adjusting the mbustion rate to heating needs and rnace capacity throughout the burn- process.—*Perfex Corp., 500 West klahoma Ave., Milwaukee 7, Wis.*

For tough lifting jobs in Industry—I'm the "Champ"
I'm the Lift in every sturdy BUDA JACK
1000 LBS.
500 LBS.
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USE ME!
Sizes and models for all lifting jobs Mechanical and Hydraulic Jacks
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To Meet Every Need of the
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CEMENT BATCHERS

Manual automatic and semi-automatic weighing types. All-welded hoppers designed to assure free flow of materials and prevent arching of cement. Discharge valve provides positive, leak-proof operation. Overhead adapter scale frame protects operating part of the scale from dirt and accident . . . contributes to convenient operation.

ELEVATING CHARGER

Combines advantages of adaptability, portability and Can be towed behind a batch truck. Crew of two or three men can block it into position and have it weighing 34 E paver batches at the rate of 90 per hour in 1½ hours . . . without a crane. Quickly converted to a transfer plant or for charging truck mixers.

DUTCH MILL

Designed for economical handling of bulk cement on paving jobs. All cement handled mechanically by one man. Equipped to unload cement from either hopper or box cars. Erection and dismantling are quick and easy. 50, 100 and 150 barrels capacity.

PORTABLE SECTION BINS

For contractors who need greater storage capacity than is provided by Elevating Charger or Dutch Mill. Completely portable. Capacity may be increased in the field. Equipped for unloading and batching cement delivered in any type of transportation facilities. 240 bbl., 375 bbl. and 500 bbl. capacities. Elevator Equipment with capacities up to 300 bbls. per hour.

The C. S. Johnson Company
Champaign, Illinois

Association Elections and Activities

Christopher D. McKeon, president of the Asociated Home Builders of San Francisco, was elected recently to the chairmanship of the Contractors' License Board of California, which supervises the activities of over 30,000 licensed contractors. J. Philip Murphy and Michael Costello of San Francisco and Roy M. Butcher of San Jose, are other members of the board.

C. H. Marshall of Washington, D. C., has been elected president of the Duke University Student chapter of the American Society of Civil Engineers. Other new officers are: F. S. Hudson, of Montgomery, Ala., vice president; and J. M. Artley of Savanah, Ga., secretary-treasurer.

The North Central Texas Water Works & Sewage Association was organized in Ft. Worth recently. Noble L. Clark, operator of Burleson water works and manager of Ft. Worth Army Airfield's water distribution system, was elected president; S. M. Fields, city engineer for Weatherford, Tex., was named vice-president; W. M. Robinson, secretary Ft. Worth Water Department, secretary-treasurer. Over 50 water works and sewage system operators from six counties attended the meeting and voted to have regular meetings monthly.

At a recent meeting of the Philadelphia section, American Society of Civil Engineers, Francis S. Friel was elected president. He directs the engineering staff of Albright & Friel Inc., consulting engineers, specializing in water supply and purification, sewerage and sewage treatment, industrial waste disposal, incineration and general municipal engineering.

M. Allyn Wadhams, president and treasurer of the Wadhams, May & Carey Co., Hartford, Conn., general contractors, has been elected chairman of the Hartford Housing Authority to succeed Berkeley Cos.

At Ogallala, Neb., the following were named temporary directors of the new Greater Platte Valley Irrigation Development Association; R. D. Hughes, Ogallala; E. A. Geisert, Rascob; Bruce Snyder, Paxton, and B. Russell Anderson, Ogallala.

A. I. Hoem, was elected president of the Montana Society of Engineers at the annual meeting held recently in Butte. F. A. Linforth is the retiring president. Other officers are: Prof. E. W. Schilling of the Montana State College faculty at Bozeman, vice president; C. H. Steele, Butte, second vice president; F. D. Schwanz, reelected secretary and treasurer, and M. W. Plummer, Butte, and D. K. Drake, Helena, trustees.

The Wisconsin Society of Professional Engineers has granted a charter to a Fox River Valley chapter. Temporary officers are F. J. Steeno, Green Bay, chairman; and J. B. Johnson, Sturgeon Bay, secretary.

New officers of the Cleveland, Ohio, Engineering Society are: Don E. Inman, president; Thomas M. Skove, vice-president; E. R. McCarthy, treasurer; G. C. A. Hantelman, secretary-manager; and George F. Burrows, librarian.

The Ohio Society of Professional Engineers elected T. W. Rolph of Newark to its presidency at its recent 65th annual convention. John F. Hale of Dayton, and Fred Hubbard of Youngstown, were named vice presidents.

J. R. Keane has been re-elected president of the Western Asphalt Association. Other officers named are J. R. Pemberton and R. M. Blodgett, vice-presidents; C. W. Powell, treasurer, and Frank L. Mark, managing engineer.

J. T. Turnbull of Saint John has been elected president of The Association of Professional Engineers of the Province of New Brunswick.

Officers of the Kansas Society of Professional Engineers are: D. F. Joslin, Topeka, president; George Nettles, Pittsburg, vice-president; H. H. Munger, Manhattan, secretary; and K. E. Rector, Topeka, treasurer. Other directors are: A. M. Meyers, Kansas City, Maloy Guinn, Clay Center, and C. H. Scholer, Manhattan.

Officers of the Association of Professional Engineers of Nova Scotia are: J. H. N. Jones, Liverpool, president; J. R. Kaye, Halifax, vice-president; and S. W. Gray, Halifax, secretary-treasurer. Named to the council are J. F. F. [illegible], of Amherst, J. L. Cavanagh, of Malagash, and E. L. Baillie and W. H. Noonan, of Halifax.

Captain Tom Fenlon of Hunt, Tex., has been re-elected chairman of the Upper Guadalupe River Authority; W. A. Fawcett, vice chairman, and Walter E. Saenger, secretary and treasurer.

Arc Welding Electrodes—A new line of smooth-flowing arc welding electrodes with quiet arc characteristics has been announced by the Allis-Chalmers Mfg. Co. The new electrodes, both a.c. and d.c. types, use the standard American Welding Society number and color, simplifying selection and handling. A new bulletin describing the electrodes is available upon request. It includes a price sheet, zone classifications, freight policy, quantity, discounts, and term explanations.—*Allis-Chalmers, Milwaukee 1, Wis.*

V-Belt Drives—A 44-page handbook on industrial fractional horsepower V-belt drives has been published. It notes the trend toward larger sheaves in both fractional horsepower and multiple V-belt drives, describes the construction and gives prices and data on both sheaves and belts.

There is a chapter on proper selection of FHP belt drives, with formulas, together with a page on how to get the most service.—*The B. F. Goodrich Co., Akron, Ohio.*

V-Belts, Sheaves and Drives—Each of the various V-belts, sheaves and drives in what are described as the most accurately calibrated line of V-belt drive equipment developed is described in a bulletin. Five special kinds of V-belts, each designed for a specific type of production, are reviewed. The four-speed changing methods used in these sheaves also are described.—*Allis-Chalmers, Milwaukee 1, Wis.*

Tubes and Casing Repairs—An informative book features products available from a leading producer of tubes and casing repairs for both natural and synthetic rubber, and concentrated heating units for camp stove cooking.—*J. W. Speaker Corp., 3059 N. Weil St., Milwaukee 12, Wis.*

Hoisting Engines—A bulletin on steam hoisting engines and boilers gives more complete data than previous ones. —*American Hoist & Derrick Co., St. Paul 1, Minn.*

Road Building Equipment—Looking ahead to after the war when municipal users of road building and maintenance equipment again will be reconditioning

JOHNSON'S
BULK CEMENT PLANTS
To Meet Every Need of the
PAVING
CONTRACTOR

CEMENT BATCHERS

Manual automatic and semi-automatic weighing types. All-welded hoppers designed to assure free flow of materials and prevent arching of cement. Discharge valve provides positive, leak-proof operation. Overhead adapter scale frame protects operating part of the scale from dirt and accident . . . contributes to convenient operation.

ELEVATING CHARGER

Combines advantages of adaptability, portability and Can be towed behind a batch truck. Crew of two or three men can block it into position and have it weighing 34 E paver batches at the rate of 90 per hour in 1½ hours . . . without a crane. Quickly converted to a transfer plant or for charging truck mixers.

DUTCH MILL

Designed for economical handling of bulk cement on paving jobs. All cement handled mechanically by one man. Equipped to unload cement from either hopper or box cars. Erection and dismantling are quick and easy. 50, 100 and 150 barrels capacity.

PORTABLE SECTION BINS

For contractors who need greater storage capacity than is provided by Elevating Charger or Dutch Mill. Completely portable. Capacity may be increased in the field. Equipped for unloading and batching cement delivered in any type of transportation facilities. 240 bbl., 375 bbl. and 500 bbl. capacities. Elevator Equipment with capacities up to 300 bbls. per hour.

The C. S. Johnson Company
Champaign, Illinois

Association Elections and Activities

Christopher D. McKeon, president of the Associated Home Builders of San Francisco, was elected recently to the chairmanship of the Contractors' License Board of California, which supervises the activities of over 30,000 licensed contractors. J. Philip Murphy and Michael Costello of San Francisco and Roy M. Butcher of San Jose, are other members of the board.

C. H. Marshall of Washington, D. C., has been elected president of the Duke University Student chapter of the American Society of Civil Engineers. Other new officers are: F. S. Hudson, of Montgomery, Ala., vice president; and J. M. Artley of Savanah, Ga., secretary-treasurer.

The North Central Texas Water Works & Sewage Association was organized in Ft. Worth recently. Noble L. Clark, operator of Burleson water works and manager of Ft. Worth Army Airfield's water distribution system, was elected president; S. M. Fields, city engineer for Weatherford, Tex., was named vice-president; W. M. Robinson, secretary Ft. Worth Water Department, secretary-treasurer. Over 50 water works and sewage system operators from six counties attended the meeting and voted to have regular meetings monthly.

At a recent meeting of the Phila-

W. Schilling of the Montana State College faculty at Bozeman, vice president; C. H. Steele, Butte, second vice president; F. D. Schwanz, reelected secretary and treasurer, and M. W. Plummer, Butte, and D. K. Drake, Helena, trustees.

The Wisconsin Society of Professional Engineers has granted a charter to a Fox River Valley chapter. Temporary officers are F. J. Steeno, Green Bay, chairman; and J. B. Johnson, Sturgeon Bay, secretary.

New officers of the Cleveland, Ohio, Engineering Society are: Don E. Inman, president; Thomas M. Skove, vice-president; E. R. McCarthy, treasurer; G. C. A. Hantelman, secretary-manager; and George F. Burrows, librarian.

The Ohio Society of Professional Engineers elected T. W. Rolph of Newark to its presidency at its recent 65th annual convention. John F. Hale of Dayton, and Fred Hubbard of Youngstown, were named vice presidents.

J. R. Keane has been re-elected president of the Western Asphalt Association. Other officers named are J. R. Pemberton and R. M. Blodgett, vice-presidents; C. W. Powell, treasurer, and Frank L. Mark, managing engineer.

TYP
CUT-

Arc Welding Electrodes—A new line of smooth-flowing arc welding electrodes with quiet arc characteristics has been announced by the Allis-Chalmers Mfg. Co. The new electrodes, both a.c. and d.c. types, use the standard American Welding Society number and color, simplifying selection and handling. A new bulletin describing the electrodes is available upon request. It includes a price sheet, zone classifications, freight policy, quantity, discounts, and term explanations.—*Allis-Chalmers, Milwaukee 1, Wis.*

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V-Belt Sheaves and Drives—Each

NEW! WEATHERPROOF VAN DYKE COLORED PENCILS

NEW pigment-to-paper writability that makes it easy to put sharply clear and legible color markings on charts, drawings, blue prints, etc.... ABSOLUTELY MOISTURE PROOF MARKS... strong, sharp points, long wear and that superior quality you expect of EBERHARD FABER.

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5614 PURPLE	5629 BLACK
5615 LIGHT BLUE	5633 GOLD OCHRE
5616 MADDER RED	5637 DARK YELLOW
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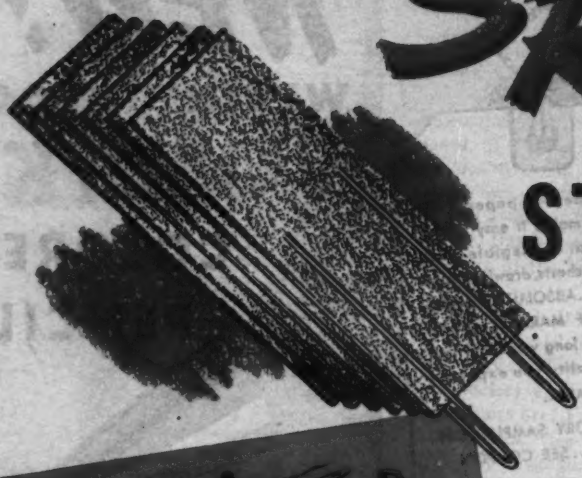
SR-4 STRAIN GAGES



Answer "Will it take it?" Questions for You . . .

Here is the most simple, accurate and convenient device you can imagine for checking static or dynamic *design* stresses against *service* stresses in complex structures and machines.

Some types of SR-4 gages are as small as your little fingernail. They can be installed any place you can reach to cement them down on plane or moderately curved surfaces. They measure strains to one part in two million, statically, and to nearly as small a value dynamically. They respond without loss of linearity from zero cycles per sec to more than 30,000. Cost is low, so units can be installed in quantity in large structures.

The list shows some of the many fields where engineers are using SR-4 Strain Gages. Your own ingenuity will suggest where they can serve you. The Baldwin Locomotive Works, Baldwin Southwark Division, Philadelphia, Penna., U. S. A.

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SR-4—Strain Recorder . . . Bulletin 170
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BALDWIN
SOUTHWARK
TESTING EQUIPMENT

The C. S. Johnson Company
Champaign, Illinois

l and constructing new highways, a ooklet tells of the tasks which will face ty, county and state road officials and uipment operators. The booklet, 16 ges in two colors, is titled "A Look the Road."—*Caterpillar Tractor Co., eoria, Ill.*

Postwar Prospects—A brochure, Postwar Prospects" has been designed give United States manufacturers of etal products a more intimate knowl-ge of the opportunities for them in nada.—*Promotional Engineer, Hamil-n Bridge Co., Ltd., Hamilton, Ont.*

Dust Collector—A portable dust col-ctor is described in a 4-page folder. he apparatus is used for rock drilling general excavation, mines, tunnels, uarries, foundries, stone cutting sheds, ower plants and industrial plants.—*alph B. Carter Co., 192 Atlantic St., ackensack, N. J.*

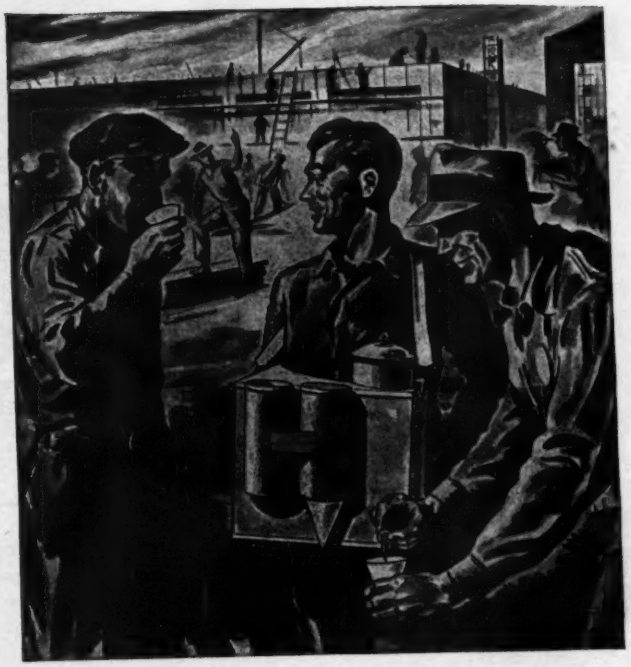
Cooling Towers—An illustrated cata-g describes horizontal induced draft ooling towers. While originally devel-ped for unusually large-capacity serv-es, small models are now serving diesel ngines, gas compressors, refrigeration achinery and many other such applica-ons involving lesser GPM's. The small odels have been worked out to make e operating advantages and economies f the horizontal induced draft design vailable to the full range of capacities. —*The Marley Co., Inc., Kansas City, an.*

Portland Cement—A two-purpose ooklet honors employees by telling the tory of their 1943 safety record in the uarries, mill and plants, and by show-ng pictorially just where and by whom his record was achieved.

At the same time it serves to give a nore intimate and comprehensive idea f the men and machines involved in the anufacture of the product.—*Huron Portland Cement Co., Detroit, Mich.*

Steam Gasoline and Electric Hoists—This bulletin gives details of general-purpose and contractors' types of hoists, ncluding derrick hoists for hook and grab bucket work with and without winging gear and separate swinging hoists and barge derrick hoists.—*Lid-gerwood Mfg. Co., Elizabeth 3, N. J.*

Boiler Meter—This publication de-scribes methods of checking combustion efficiency in boiler plants. Included also are the requirements for an ideal boiler meter, and the detailed description of one which it is claimed completely meet these ideal requirements. Installation details are also given.—*Cochrane Corp., 17th St. and Allegheny Ave., Philadel-phia 32, Pa.*



When fewer men must do a bigger job...

Any measure that saves man-hours becomes increasingly important when costs are the governing factor.

Every time a worker leaves his job for a drink of water, precious moments are wasted; every time he is a sick-absentee whole days are lost.

A Quicker, Safer Method...

The use of Dixie Portable Water Carriers has solved the problem on many a wartime construction project. Men are served in minimum time right where they work... and each drinks from a clean, individual Dixie or Vortex Cup.

They help to check contagion at the contamination point... avoid the possible spread of disease from mouth-to-mouth contact. And workers are far better satisfied with this modern watering method.

Write for descriptive folder giving complete information on this portable water service, including tanks, dispensers and cups.

Dixie and Vortex Cups are made at Easton, Pa. Chicago, Ill., Darlington, S. C. and Toronto, Canada.

DIXIE CUPS

DRINKING CUPS AND FOOD CONTAINERS

"HERE'S MY SECRET FOR CLEANING EQUIPMENT"
- SAID THE VETERAN CONTRACTOR...
"Having trouble cleaning out that mud between the tracks and main frame? Here, I'll show you a real improvement over crowbars and shovels"

"We'll hook up this high-pressure Water Wizard. Its stream will knock off the hardest clay. You can reach every part with it too!"

YOU NEVER owned handier pumps than Marlow High-Pressure "Water Wizards." You can use these *powerful self-priming centrifugals* for jetting, feeding mixers, testing water lines, fire protection and many other jobs.

Made in 2 and 3-inch sizes to deliver 6,000 to 16,000 gallons per hour at pressures from 50 to 100 pounds. Available on skids or wheels. Light, compact, easy to handle . . . and they'll take plenty of abuse without causing trouble.

Ask your nearest Marlow distributor for a demonstration, or write for the free 80-page Marlow Pumpbook.

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MARLOW PUMPS

Makers of the World's Largest Line of Contractors' Pumps

RIDGEWOOD, NEW JERSEY

With a HYSTER.... the situation is WELL IN HAND

There's nothing too tough—the load or the under-foot—when a HYSTER Towing Winch teams up with your "Caterpillar" Diesel Tractor. These HYSTER huskies always keep the situation well in hand.

That's because every HYSTER Towing Winch has the built-in strength and stamina for years of severe service; because perfect control is maintained from the driver's seat—for any operation from positive braking to any lift or pull . . . For tractor drum service, see your "Caterpillar" dealer about the HYSTER line of Winches and Donkeys.

The Largest Builder of Tractor Hoists and Winches

HYSTER COMPANY

2953 N. E. Clackamas - Portland 8, Oregon

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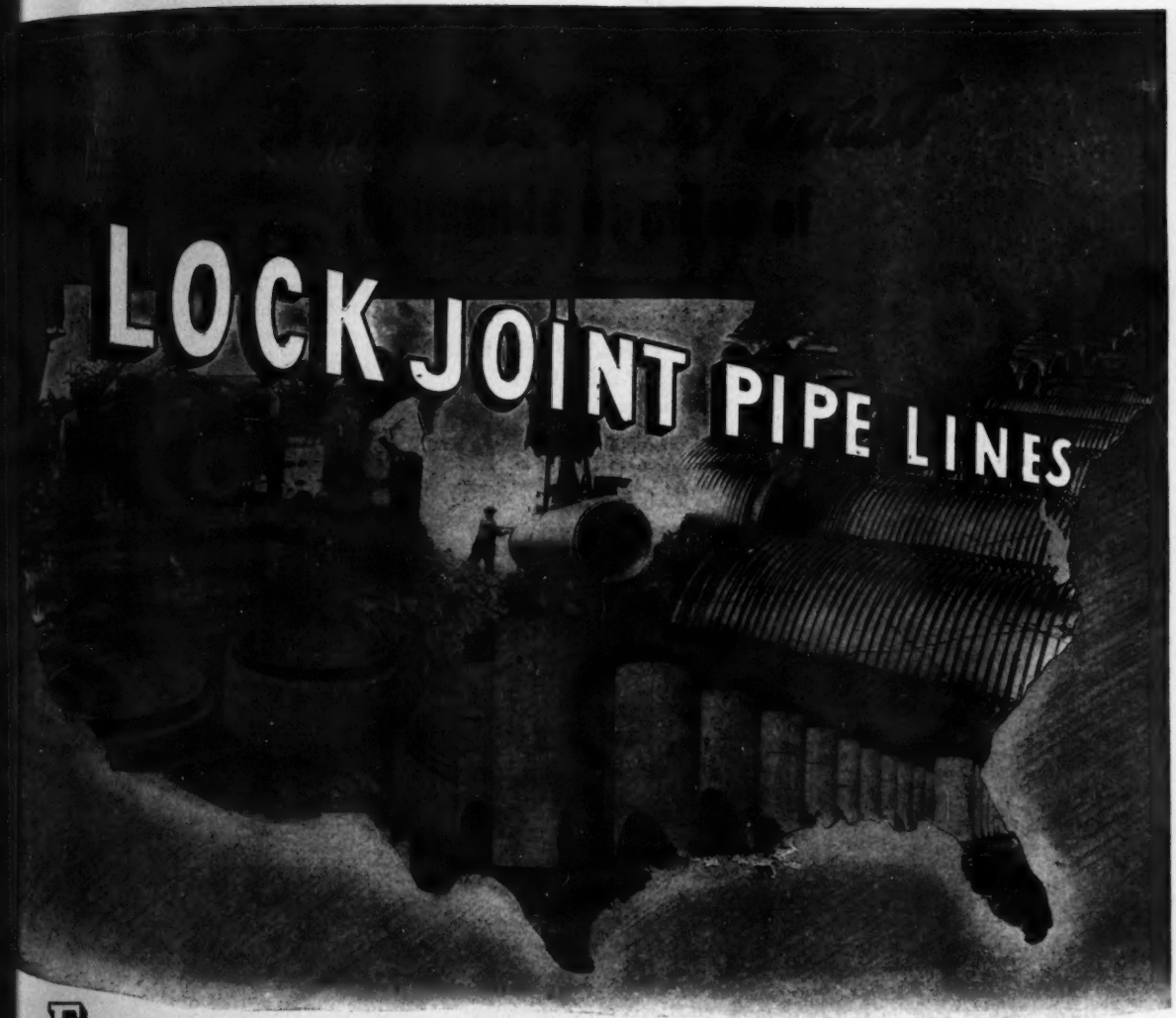

From Portland, Maine to Oakland, California, Lock Joint Concrete Pressure Pipelines have created new high standards for water supply mains for the past 3 decades.

Leading water works engineers are definitely agreed that these highly efficient pipelines can absolutely be depended upon for strength, easy installation, adaptability, safety, high carrying capacity, water-tightness, long life and economical service.

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The history of our many installations is the best proof of the lasting qualities built into every mile of Lock Joint Reinforced Concrete Pressure Pipe.

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Whether your project is large or small, for the present or the future, your 'phone call, telegram, cable or letter to any of our offices will bring a prompt reply.

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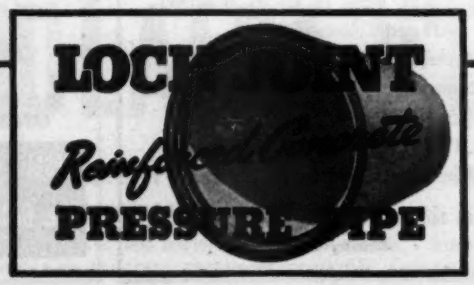
SCOPE OF SERVICES *Lock Joint Pipe Company specializes in the manufacture and installation of Reinforced Concrete Pressure Pipe for Water Supply Mains as well as Concrete Pipe of all types for Sanitary Sewers, Storm Drains, Culverts and Subaqueous lines.*



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ON NEXT SEASON'S

HEATING BILL

It won't be long before the heating bugaboo rears its costly head again. Here's an easy method to save on fuel costs.

PAY ONLY FOR HEAT YOU USE

Only during two or three months of the heating season does the weather necessitate full-scale firing. When you pay only for the small amount of heat you actually consume, money is saved.

REZNOR GAS-FIRED UNIT HEATER

You can turn on or turn off a Reznor instantly. Thermostat control is available. During mild weather, heat is needed only few hours a day . . . No need to pay for heat when you don't need it.

9 DIFFERENT SIZES

for any type installation

No matter what size area, we have a Reznor Unit Heater for the job. Suspended and floor models. Used as auxiliary and primary heat in plants, offices, stores, schools, churches, bowling alleys, commercial buildings. Send for catalog.

PLACE YOUR ORDER EARLY.

REZNOR MANUFACTURING CO.

REZNOR

105 JAMES STREET
MERCER, PENNA.

"GAS HEATERS EXCLUSIVELY SINCE 1888"

MANUFACTURERS' ACTIVITIES

A NEW $200,000 corporation, the Construction Equipment Co., has started business in Birmingham, Ala., as distributor for Alabama and Florida counties of machinery, builders' equipment and supplies. Headed by F. H. Ragsdale as president, it will have a branch office at Montgomery in charge of E. F. Biggs, vice president.

ERNEST MAHLER, executive vice president of the Kimberly-Clark Corp., Neenah, Wis., has been elected to the board of directors of the Allis-Chalmers Co., Milwaukee, to take the place of R. C. Hutchins, New York, who has retired after 31 years of service. Mahler is an engineer and holder of many basic patents in the pulp and paper field.

ARRANGEMENTS have been concluded by Schramm, Inc., manufacturers of air compressors, West Chester, Pa., for representation in the southern Idaho territory by the Western Equipment Co., 4009 Fairview Avenue, Boise, Ida.

E. R. GALVIN, general sales manager of the R. G. Le Tourneau, Inc., manufacturers of heavy grading machinery, has been elected to succeed John K. Colgate, as president of the Tyson Bearing Co., Massillon, Ohio. Colgate has become board chairman.

Colgate, who succeeded Ralph Maxon as president last February, said he was giving up active leadership of Tyson to resume his active association with Van Strum & Towne, Inc., of New York, investment counsellors.

The new president has been with Le Tourneau since 1938 and previously had been general sales manager for the Cat-

LEWIS & McDOWELL Inc.

Engineers & Contractors

GUNITE work in all its Branches
Prestressed Gunite Tanks
Waterproofing, all types
Restoration of Masonry Buildings
Synthetic Rubber and other special Tank Linings
Dam Repairs and Reconstruction

285 Madison Avenue, New York, N. Y.
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OHIO
LOCOMOTIVE CRANES

20 to 50 TON CAPACITY

DIESEL • ELECTRIC • GASOLINE • STEAM

The OHIO LOCOMOTIVE CRANE CO.
BUCYRUS OHIO

DRILLING
ANYWHERE

We look into the earth

PENNSYLVANIA DRILLING COMPANY
PITTSBURGH, PA.

EVEN A HALF-TRACK CAN'T SWIM

U. S. Army half-tracks have a well-deserved reputation for ability to plough through all kinds of trouble, but occasionally, even a half-track gets beyond its depth.

That's when they send in a hurry call for the heavy wreckers . . . giant trouble-shooting vehicles of the type our Elmira factories turn out for the Rochester Ordnance District. These versatile ten-wheel-drive monsters are equipped with cranes, winches, and special equipment that makes them equal to just about any occasion.

M-type Heavy Wreckers were designed and built to U. S. Ordnance Department specifications for military applications, and they illustrate the ruggedness and dependability shared by all trucks bearing the Ward LaFrance name. It will prove a basic economy to plan your postwar fleet of Ward LaFrance trucks, *engineered to the job*, now. Why not write our Sales Department today?

WARD LAFRANCE

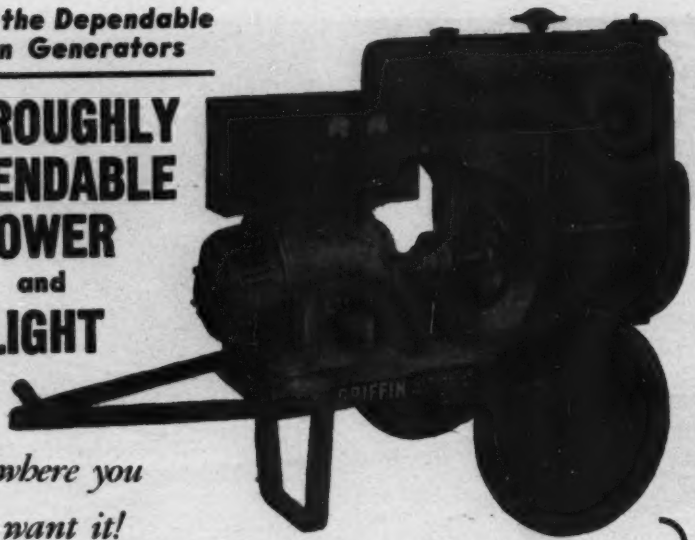
TRUCK DIVISION • GREAT AMERICAN INDUSTRIES, INC.

ELMIRA • NEW YORK

OTHER DIVISIONS: CONNECTICUT TELEPHONE & ELECTRIC DIVISION, MERIDEN, CONN. • VIRGINIA RUBATEX DIVISION, BEDFORD, VA. • RUTLAND ELECTRIC PRODUCTS DIVISION, RUTLAND, VT.

One of the Dependable Griffin Generators

THOROUGHLY DEPENDABLE POWER and LIGHT anywhere you want it!



MODEL 5-DR
Steel tired wheels during the rubber shortage

Engineered and built to give you the same dependable Long Life as all Griffin products. Stands up under toughest usage on construction jobs. Simple design.

Gasoline engine is a standard well-known make; easily serviced; rugged; simple. Coupling is all-steel, running in a bath of oil. Generator is two-bearing, designed to take periodic overloads without damage. Two men can handle *anywhere* . . . one man, on a normally level surface. No gadgets to fool with. Just start the engine and plug in! Capacity 5 to 7½ K.W. If your job requires the operation of electric tools and motors or lighting, as, when, and where needed—here is your most economical equipment. It's one of the dependable Griffin products! Call or write for details.

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GRIFFIN EQUIPMENT CO., INC.
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GRIFFIN ENGINEERING CORP.
633 N. Myrtle Ave. • Jacksonville 5-4516
JACKSONVILLE, 4, FLA.

MAIN OFFICE: 881 EAST 141st STREET, NEW YORK 54, N. Y.
GRIFFIN EQUIPMENT and Supply Corporation

erpillar Tractor Co. of Peoria, Ill. He is president of the Highway Industries Association, Inc., and vice-president of the American Road Builders Association.

APPOINTMENT of George J. Dimond as sales manager of the Insley Manufacturing Corp. of Indianapolis, Ind., has been announced by William B. Elliott, president. Mr. Dimond succeeds Ray W. Dorward, who has retired.

The new sales manager has long been a prominent figure in the construction equipment industry. Twenty-five years ago he joined The Koehring Co. of Milwaukee, as field service representative, rising to the post of sales manager, which position he held when he resigned to join Insley. Prior to his affiliation with the former company, he was engaged in the construction industry.

PROMOTION of F. M. Beaudoin from employment manager of U. S. Steel Supply Co., Chicago, to the new position of manager of industrial relations for the Petroleum Iron Works division of the U. S. Steel Products Co., which maintains its headquarters in Sharon, Pa., has been announced. Both companies are U. S. Steel Corporation subsidiaries.

Mr. Beaudoin began with U. S. Steel in 1939 when he entered the employ of Carnegie-Illinois Steel Corp. at Gary Works, Gary, Ind. Later, he was transferred to the South Chicago plant of Carnegie-Illinois, and in 1942 became employment manager of the U. S. Steel Supply Co. In his new position he will

EPPINGER AND RUSSELL CO.
Wood Preservers Since 1878
All kinds of Structural Timbers and Lumber Pressure Treated with Creosote OR or
DU PONT CZC Chromated Zinc Chloride
80 EIGHTH AVE., NEW YORK, N. Y.
POLES, CROSS ARMS, PILING, TIES POSTS, BRIDGE AND DOCK TIMBERS
TREATING PLANTS
Jacksonville, Fla. Norfolk, Va.
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Manufacturers of STEAM TURBINES
HELICAL AND WORM GEARS
PUMPS
PUMP PRIMING SYSTEMS
CENTRIFUGAL BLOWERS AND COMPRESSORS
DE LAVAL IMO OIL PUMPS
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BAILEY METERS AND CONTROLLERS
FOR SEWAGE TREATMENT AND WATER SUPPLY . . .
● Venturi Tubes, Weirs, Flumes, Nozzles and other primary elements; Mechanically and Electrically operated Registers and Complete Automatic Control Systems.
BAILEY METER COMPANY
1088 IVANHOE ROAD ● CLEVELAND, O.
Bailey Meter Co. Ltd., Montreal, Canada

Where loads are measured in tons . . .

it's a job for PURPLE STRAND

The traveling crane sweeps forward majestically, swinging a heavy casting. At the designated point, it slowly lowers its burden, setting it down gently, with all the finesse of a giant human hand.

Nearby, in a steel plant, another great crane guides a ladle of molten metal. The stopper is opened, a flow of white-hot steel goes hissing into the ingot mold; the ladle then travels down the line, filling other waiting molds.

A huge responsibility rests upon the wire rope that handles these loads. But, to Bethlehem Purple Strand, jobs like this are all in the day's work, for Purple Strand is made of the strongest, toughest steel that ever goes into wire rope. Purple Strand is the kind of rope that you naturally specify for the gentle handling of huge, ponderous, unwieldy loads—for jobs where dependability is so vital that only the *best* wire rope will do.

If in doubt of the most suitable rope for a given job, you can be sure of expert engineering advice by calling in a Bethlehem wire rope man. He's a specialist in his line, and what's more there isn't a better rope made than the kind he represents.

When you think WIRE ROPE

. . . think BETHLEHEM

SAVE MANPOWER, MAINTENANCE, SPACE, AND ORIGINAL COST!

Model 105 Auto-Air on standard 1½-ton truck illustrated

DAVEY Heavy-Duty Truck Power Take-Off in the truck-drive shaft eliminates separate compressor engine, drives Davey Air-Cooled Compressor from the truck engine providing extra truck space for men, material and equipment. Davey Air-Cooled Compressors and H. D. Truck Power Take-Offs are engineered for the highest operating efficiency. Davey originated truck-driven Auto-Air Compressors and has more of these units in service than all other manufacturers combined. Davey alone offers Auto-Air Combinations . . . Compressor and Power Take-Offs . . . Guaranteed as a unit.

Davey Auto-Air is available in 60, 105, 160, 210 and 315 cubic feet capacities. In addition to standard Auto-Air Compressors, Davey offers Compressor-Welder Combinations for mounting on the same truck, driven by the truck engine through the Davey Heavy-Duty Power Take-Off.

Write For Complete Davey Catalog E-172.

Davey Compressor Co., builds a complete line of Portable and Stationary Compressors, Heavy-Duty Truck Power Take-Offs and Pneumatic Saws.

DAVEY
Compressor Co.
KENT, OHIO
DEALERS IN PRINCIPAL CITIES

ARMY E NAVY

be responsible for all industrial relations activities of the U. S. Steel Products Co.'s plants in the middle and southwestern regions.

A NEW distributor for products of Caterpillar Tractor Co., Peoria, Ill., took over the Mississippi territory Aug. 1. Known as the Stribling Machinery Co., it will replace the Mississippi Tractor & Equipment Co., from whom they have purchased land, buildings and fixtures at Jackson, Miss.

R. W. and E. B. Stribling, native Mississippians, have been in the heavy machinery business for a number of years. R. W. Stribling started with the Beaver Motor Co. at Canton, Miss., in 1927 and has operated his own company, the Stribling Motor Co., at Hattiesburg, Miss., since 1930.

Left to right: E. B. Stribling, W. K. Cox, eastern sales manager, and R. W. Stribling.

E. B. Stribling also started with Beaver Motors Co. in 1928, becoming associated with the Caterpillar distributor for Louisiana in 1934 and remaining with that concern for eight years. In 1942, he and his brother organized the Stribling Equipment Co. which he operated.

SIDNEY HOGG has been appointed chief engineer and acting sales manager of Hamilton Bridge Western Ltd., with headquarters in Vancouver, B. C. The company is the western subsidiary of the Hamilton Bridge Co. of Hamilton.

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SLUICE GATES

Also flap and mud valves, shear and filler gates. Dependable equipment since 1840.

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79 Lake St., Orange, Mass., U.S.A.

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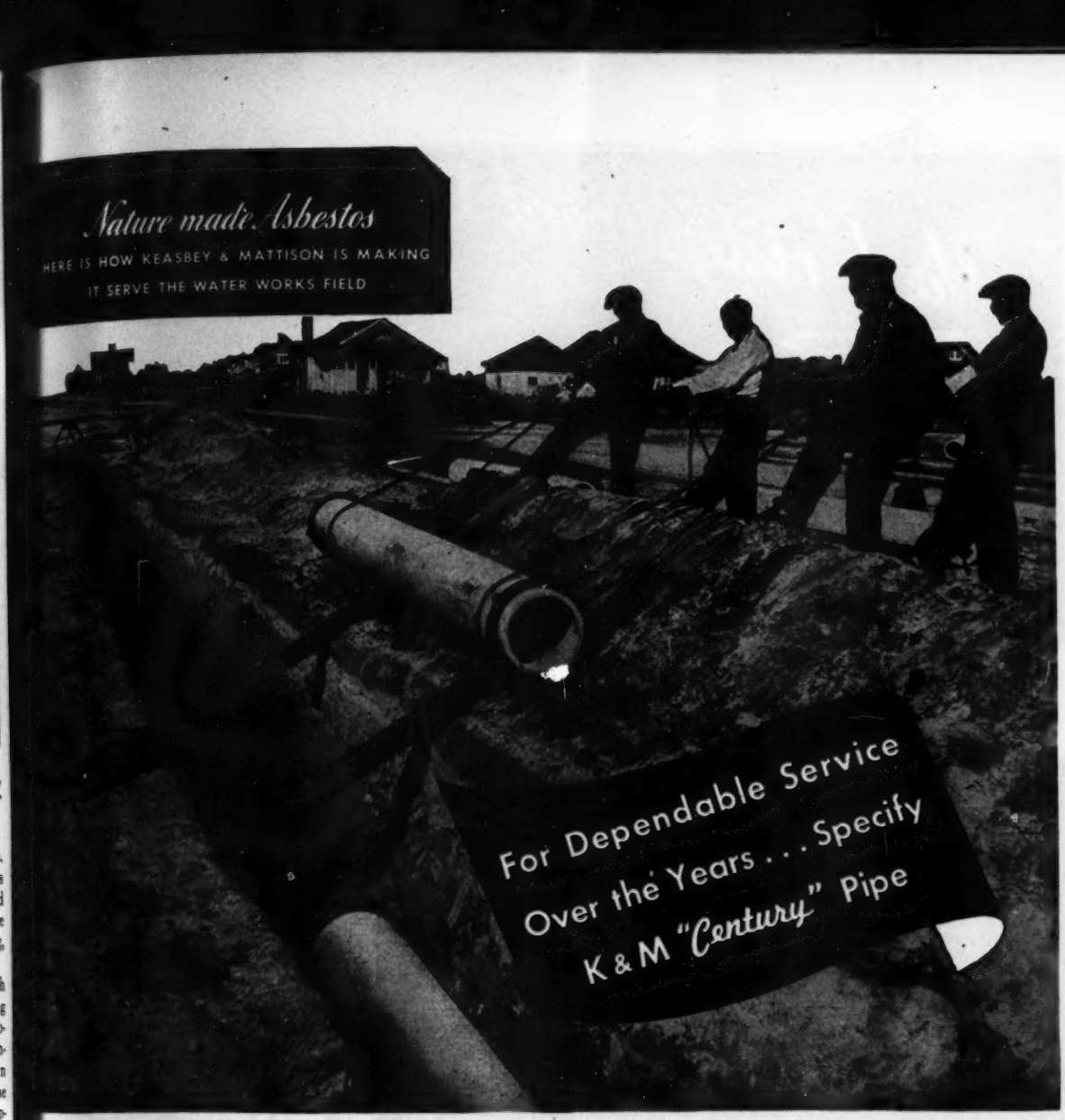
OPEN STEEL FLOORING

Pressure Formed
80% Open Area
Easy to Install
Hendrick Manufacturing Company
60 Dundaff Street, Carbondale, Pa.

Hayward Buckets

Use this Class "E" Clam Shell Bucket for handling crushed stone, gravel, sand and other bulk materials.
THE HAYWARD CO., 40-60 Church St., N. Y.


Nature made Asbestos
HERE IS HOW KEASBEY & MATTISON IS MAKING
IT SERVE THE WATER WORKS FIELD
For Dependable Service
Over the Years . . . Specify
K & M "Century" Pipe

● K&M "Century" Pipe assures you of permanent, trouble-free mains because it is made of asbestos fibre and portland cement . . . two of the most durable elements known to man. Being non-metallic, "Century" Pipe is unaffected by electrolysis, and is immune to the effects of corrosion. There can be no loss in pressure *or* flow, due to tuberculation, when you use "Century" Asbestos-Cement Pipe.

"Century" means real money savings to the community, too, because it costs less to install. Light and easy to handle, "Century" Pipe requires fewer men for installation, even where the larger sizes are involved. An especially important consideration today.

Insure constant good will and satisfaction in your community . . . install K&M "Century" Asbestos-Cement Pipe.

"Century" Pipe is available *NOW* for approved municipal work. Why not inquire about it further at your first opportunity?

Our Ambler plants proudly fly the Army-Navy "E" flag with its star—an honor awarded K&M employees "for continued outstanding production of war materials."

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COMPANY • AMBLER • PENNSYLVANIA

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1—Provides all kinds of form-tying devices to choose from.
2—Economizes because Form Ties cost less to use than wire, band or rod ties.
3—Supplies Form Ties engineered for safe working loads of 1,500-30,000 lbs.
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5—Promotes perfect alignment for correct wall thickness.
6—Protects job against rust staining with 1 to 3 inch cutback.
7—Saves shipping and handling costs because of scientifically reduced weight.
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9—Enables you to borrow working parts and to pay only for ties in the job.
10—Is planned from job plans to use the right size of ties and the least number of ties to fit forming for fast, safe work.

Whether you are planning, designing or estimating on a concrete job—large or small—there are *Dollars* to be saved on *Form Work* by planning.

Richmond Services to Architects, Engineers and Contractors include recommendations on Form Tying Devices. Consultation on Form problems and Forming used, as well as Estimates on requirements, all without obligation.

The list of big jobs on which Richmond Form Ties have saved on form-work costs and speeded up completion is a blue-ribbon list of modern construction. It includes mammoth projects everywhere—and small contracts, too. There is a Richmond Tie engineered for every type of concrete construction. We plan a Tie to fit the work.

For information, write to our Planning Division.

SEE OUR CATALOG IN SWEET'S

RICHMOND SCREW ANCHOR COMPANY, INC.
515 LIBERTY AVENUE • BROOKLYN NEW YORK

Ont. Mr. Hogg has been connected for many years with the St. John Drydock and Shipbuilding Co., of St. John, N. B., recently as superintendent of new ship construction.

PERRY D. HELSER, formerly chief of the magnesium branch of the War Production Board in Washington, has been named secretary-director of the newly-formed Magnesium Association, with headquarters at 30 Rockefeller Plaza, New York. The membership of this association consists of producers, fabricators, smelters and consumers of magnesium, numbering 33, a substantial portion of the industry. Its purpose is to develop the use of magnesium and its products, and to correlate technological progress in the industry. The production of magnesium before the war was 6 million lb. per year, whereas the present capacity is 60 million lb. E. S. Christiansen, vice president, Apex Smelting Co., Chicago, president; C. C. Loomis, president, New England Lime Co., Canaan, Conn., vice president; and C. E. Larson, manager of operations, White Metal Rolling and Stamping Corp., Brooklyn, N. Y., is treasurer.

ANNOUNCEMENT is made by Wood Manufacturing Co., Los Angeles, Calif., manufacturers of the Wood Roadmixer traveling mixing plant, of the appointment of Coast Equipment Co., San Francisco, as distributors. This company serves northern California and western Nevada.

THE SOUTH CAROLINA EQUIPMENT Co. of Columbia, S. C., construction equipment distributor, has been appointed exclusive distributors of Diamond crushers, screens, conveyors, portable plants and other equipment for the Diamond Iron Works, Inc., Minneapolis, Minn.

THE HOUSTON PIPE AND STEEL Co., Houston, Tex., has inaugurated a mobile, 32-foot-long field service unit, the first of its kind to be used in the southwest district, according to G. W. Moss, construction manager for the firm.

The unit contains an engineering service and office and a completely equipped tool room. It can be moved to any field, plant, or refinery for immediate work. With the unit go skilled mechanics for work on pipelines, plant maintenance and repair, and unit shutdowns. The company specializes in prefabrication of steel and pipe.

Giants at work

On U. S. Royal Earth Mover Tires!

Building airports where pastures were before is a giant's work, work for giants like this Le Tourneau carryall and these U.S. Royal Earth Mover tires. But even a giant has to watch out for the giant killers.

Tires are hard to get today...so it's just plain common sense to watch out for things that kill tires, to give them the kind of care that keeps them on the job shouldering their full share of the load to the last mile.

Whether you are operating on the road or off the road, whether you have 3 vehicles or 300 or more, "U.S." has a service plan that can cut your tire costs, reduce lost time due to tire failures, and give you an accurate picture of how your tires are doing on every vehicle.

Call your local independent "U.S." Truck Tire Distributor today. Ask him to explain "U.S." Transportation Maintenance and show you how it can help you get more *work* from your tires.

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"The best guide in the industry for open steel flooring construction." That's what hundreds of plant managers and superintendents call the new **BATES • GRATES** illustrated catalog. It's particularly valuable now for making necessary structural changes. And, it gives you vital information on how to improve plant design.

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. . . and many other important facts for construction planning now and after the war. Be sure to send for your copy of the new **BATES • GRATES** catalog today.

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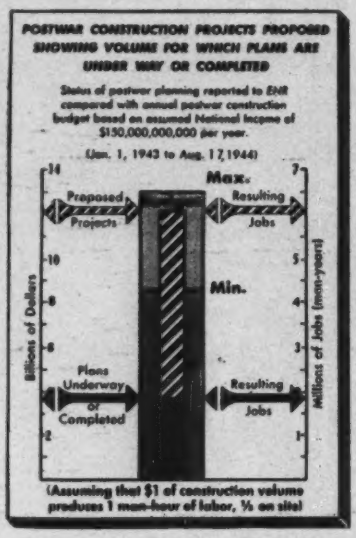
JOLIET • ILLINOIS
OPEN STEEL FLOORING • STAIR TREADS

POSTWAR PROJECTS



Projects proposed for postwar construction have been published in these columns since January, 1943 as they have been reported to ENGINEERING NEWS RECORD.

Statistics based on these reports are used by the Committee on Postwar Construction of the American Society of Civil Engineers to measure the progress of plans for postwar projects.

The chart above shows, both in estimated dollar volume ad in jobs or man-years of labor, how fast this reservoir of future work is filling up.

WATER SUPPLY

Conn., New Britain—City Water Dpt., Wm. E. Lyler, chn. Bd. Water Comrs., City Hall, preliminary surveys water sys. expan., incl. collecting distributing and storage facilities. Over **$300,000.** G. Molleur, City Hall, engr.

Mass., Harvard — Town Bd. Selectmen, Town Hall, 100,000 ft. 6- to 12-in. watermains, steel standpipe and pump. station. **$450,000.** H. E. Bailey, 177 State St., Boston, consult. engr.

Mo., Farmington — City, plans 80% completed, watermain exten. **$20,000.** B. F. Walther, city engr.

Mo., Paris—City, c/o V. Opie, supt. Water Dpt., City Hall, installing water softening plant. Over **$15,000.**

★**Mo., St. Louis**—City, M. M. Kinsey, pres., Bd. P. Service, 304 City Hall, 12 and Market Sts., Zone 3, voted **$7,500,000** bonds exten., imprvs. water works sys. $11,500,000 also available. CD 6/23—ENR 7/13.

N. Y., Orangeburg—Dpt. P. Wks., State Office Bldg., Albany, plans completed MH-5 water supply sys., at Rockland State Hospital for Dpt. Mental Hygiene, State Office Bldg., Albany, **$560,000.** Div. Construction, Div. Architecture, C. J. White, comr. Architecture, State Office Bldg., engrs. CD 12/24—ENR 1/13.

N. Y., Fort Edward—Village, emergency water supply pipeline, **$30,000.**

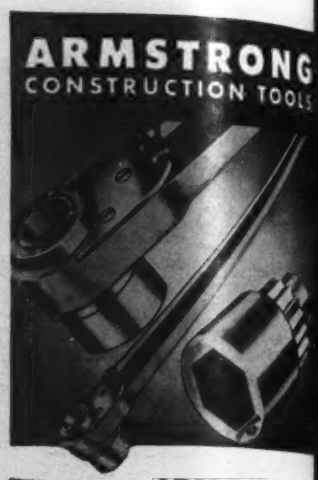
N. Y., Oyster Bay—Hicksville Water Dist., Oyster Bay, plans underway water main exten. **$25,350.** State Aid Planning Funds allotted.

N. C., Hickory—Town, W. Lyerly, mayor, enlarging water filtering plant. Wm. C. Olsen, 5 Exchange Pl., consult. engr.

O., Sandusky—City, plans 25% completed, water distr. main exten. and general sys. imprvs. **$131,000.** Financing not yet provided for. R. R. Smith, city engr.

Utah, Logan—Logan City Corp., 180 N. Main St., exten. watermains and replacing small lines, **$45,821;** plans 80%, completed water service meters and Booster pump for College Hill and line exten., **$23,200.** E. U. Moser, Box 87, engr.

N. B., St. John—Parish of Simonds, R. McAllister, warden, St. John, WW exten. **$40,000.**



ARMSTRONG
DROP FORGED
CONSTRUCTION RATCHET

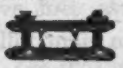
The ARMSTRONG Reversible Ratchet Construction Wrenches are made of steel thruout—the Ratchet are drop forged, the Nut Socket machined from special analysis bar steel. All parts except the handle are hardened. The spindle of the Ratchet is of "wide spot" design—permits bolt to pass thru the Ratchet so nuts can be run any distance along bolt and secured set with one setting. 24" or 36" Ratchets take square or hexagonal sockets for nuts of from 1" to 2⅛" dia., 1⅛" to 3⅛" dia., respectively.

Write for Catalog

ARMSTRONG BROS. TOOL CO.
"The Tool Holder People"
358 N. FRANCISCO AVE. CHICAGO

KEEP YOUR CONVEYOR BELTS GOIN

FLEXCO H D RIP PLATES are used in repairing rips and patching conveyor belts. Their use saves expensive replacements and extended shutdowns.



FLEXCO H D BELT FASTENERS make a strong, tight butt joint with long life. Recessed plates embed in belt, compress belt ends and prevent ply separation. Six sizes in steel and alloys.

● Avoid shutdowns, lengthen the life of your conveyor belts and belt elevator belts by using Flexco belt fasteners. Thousands of companies have stepped up the performance of conveyor lines, cut costs by using Flexco methods.

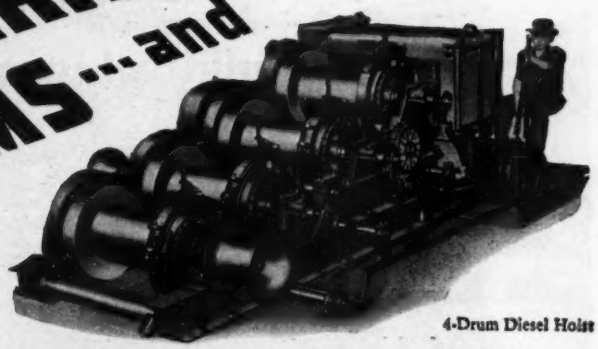
Bulletin F-100 shows exactly how to make tight joints in conveyor belts with Flexco. Also illustrates step by step the latest practice in repairing rips and putting in patches.

FLEXIBLE STEEL LACING CO.
4656 Lexington St., Chicago 44, Ill.

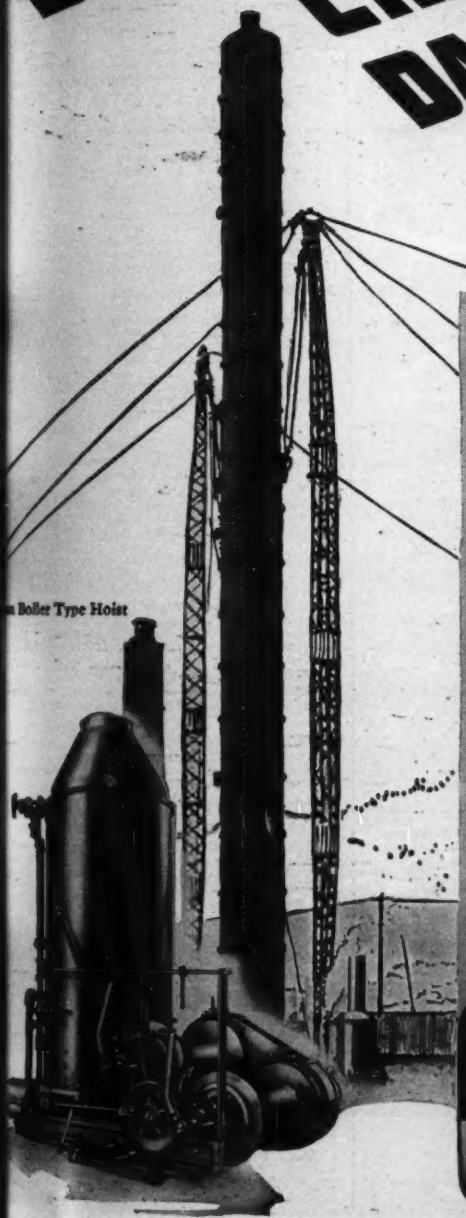
FLEXCO H D BELT FASTENERS

Sold by supply houses everywhere

BUILDING BRIDGES - VIADUCTS, CRACKING TOWERS, DAMS ... and



4-Drum Diesel Hoist



Boiler Type Hoist

in every field of construction where ruggedness and downright reliability are demanded, Lidgerwood has never failed to keep faith with the man on the job.

Wherever the situation calls for hoisting, there is a LIDGERWOOD electric, steam, gasoline or Diesel powered hoist to do the job efficiently and dependably. For LIDGERWOOD hoists are *built right*—with a background of more than 71 years experience in building good hoists.

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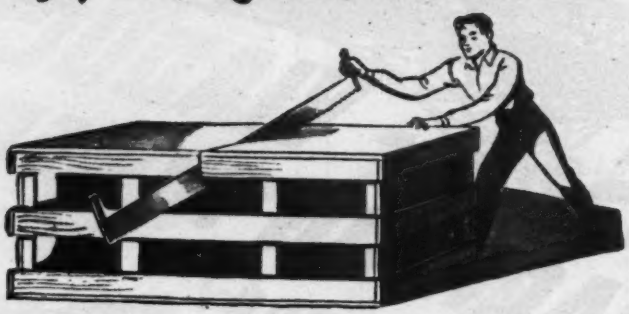

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into smaller units

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WRITE TODAY for "North, East, South, West"—an informative booklet that will stimulate the thinking of every executive. Dept. PR-9, Railway Express Agency, 230 Park Avenue, New York 17, N. Y., or ask for it at any local office.

AIR EXPRESS
Gets there FIRST

Phone RAILWAY EXPRESS AGENCY, AIR EXPRESS DIVISION
Representing the AIRLINES of the United States

SEWERS, WASTE DISPOSAL

Conn., Milford—Town Bd. Selectmen, Town Hall, garbage and rubbish incinerator, $100,000. V. B. Clarke, 356 Main St., Ansonia, engr.

★ **Ill., East St. Louis**—East Side Levee & Sanitary Dist., B. O. Cooper, pres., 4214 Missouri Ave., storm water pump. station with necessary equip., accessories, appurtenances etc. $500,000.

Ind., Frankford—Bd. P. Wks., A. R. Lucas, mayor, chr., P. Hufford, secy., City hall, sewage treatment plant and sewer sys., $400,000. Chas. Hurd, 1039 Architects & Builders Bldg., Indianapolis, Zone 4, consult. engr. Financing not yet provided for. CD 12/3—ENR 12/9.

★ **Ind., Muncie**—City, rebuild, extend sewer sys., Normal City and Neely and Riverside Addn., $600,000. H. Morrison, city engr. CD 11/26—ENR 12/2.

Ind., New Castle—City, plans 25% completed 18 St. relief sewer and rebuilding Bowery Brook, $50,000; main sector of Bowery Brook with concrete mix. $50,000.

Ind., New Castle—Bd. P. Wks., S. E. Baker, mayor, chr., P. Scott, secy., City Hall, sewage treatment plant and sewer sys., $200,000. Chas. Hurd, 1039 Architects & Builders Bldg., Indianapolis, Zone 4, consult. engr. R. L. Guyer, City Hall, city engr. Financing not yet provided for. CD 3/27—ENR 4/6.

★ **Mich., Detroit**—City Dpt. P. Wks., City Hall, plans 91% completed, 2.4 mi. concrete oylindrical Sect. A, McNichols-Seven Mile Sewer designated Six mile-Seven Mile Rd., Van Dyke Relief arm, $2,400,000; plans 57% completed 6 mi. concrete cylinder in tunnel Sect. B, McNichols-Seven Mile Rd. Relief sewer Hamilton Ave. and 6 St. relief outlets to Detroit River, $6,000,000; plans 87% completed 5.7 mi. concrete sewer in tunnel Sect. C, McNichols-Seven Mile Rd. Relief Sewer, Conant and Mt. Elliott Aves. to Detroit River, $5,700,000; plans 81% completed 2.3 mi. Sect. D, McNichols-Seven Mile Road Relief Sewer, $2,300,000; plans 75% completed Southfield Interceptor, 3.75 mi. 10 in. concrete sewer convering 40 sq. miles in Northwest Section, $3,200,000; plans 60% completed, addnl. incinerator capacity providing 1,400 to 2,400 tons capacity for Northwest Section and for St. Jean incinerator, $720,000; plans completed storm and sanitary sewers in river front area between Detroit River and interceptor sewer, $400,000; plans 10% completed Bluehill Pump Station, incl. necessary inlet and discharge conduits providing adequate outlet for Rivard Sewer Sys., at Mack and Bluehill Aves., $838,000; plans 20% completed Fox Creek Sewer Section I, incl. enlarging outlet of Fox Creek from Jefferson Ave. to Detroit River, $2,700,000. G. R. Thompson, city engr.

★ **Mich., Detroit**—Dpt. P. Wks., City Hall, plans 36% completed for electrification of Fairview Pump. Station, for storm water sewage, $745,000. Geo. R. Thompson, city engr. CD 7/31—ENR 8/10 under Uncl.

Mich., Detroit—City Dpt. P. Wks., City Hall, plans 18% completed River Rouge regulators in connection with River Rouge sewer, $255,000. G. R. Thompson, City Hall, city engr. CD 3/30/43—ENR 4/1/43.

Mich., Grosse Pointe Shores—Village, 795 Lake Shore Rd., plans underway sanitary sewers for system exten. $150,000. Mann L. Brown & Son, 120 Madison Ave., Detroit, consult. engrs.

Mich., Olivet—City, E. W. Corey, pres., making survey sewage disposal sys. Shoecraft, Drury & McNamee, Ann Arbor, consult. engrs.

★ **Mo., Clayton**—St. Louis Co., County Court, Court House, storm and sanitary sewers in various incorporated areas, $6,000,000. R. Jablonsky, co. engr.

Mo., Farmington—City, plans completed sewer exten. and disposal plant addn. $100,000. B. F. Walther, city engr.

Mo., Glendale (br. St. Louis, 19)—City, C. H. Leslie, mayor, City Hall, 424 N. Sappington Rd., Zone 19, storm water sewerage sys. $300,000.

★ **Mo., Kirkwood (St. Louis, 22)**—City, A. M. Kinyon, mayor, City Hall, 139 South wood St., exten., imprv. sewage disposal plant with equip., imprvs. to sanitary sewerage sys., and exten., imprv. WW sys. $1,000,000.

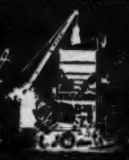
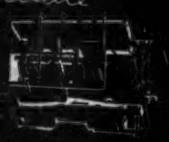
Mo., Ladue (St. Louis, 5)—City, B. G. Rodes, mayor, 9345 Clayton Rd., development complete storm water sewerage sys. $350,000.

Mo., Rolla—City, storm concrete box sewer. $50,000. J. F. Kilpatrick, city engr.

★ **Mo., St. Louis**—City, c/o M. M. Kinsey, pres. Bd. P. Serv., 304 City Hall, 12 and Market Sts., Zone 3, voted $7,957,000 bonds constructing, reconstructing, repairing, imprv. sewers and drains. $43,000 available. Total $8,000,000. CD 6/23—ENR 7/13.

Mo., University City (br. St. Louis, 5)—City, W. A. Heimbuecher, city engr. City Hall, University City, St. Louis. Zone 5. 6801 Delmar Blvd., rubbish incinerator with equip. $50,000.

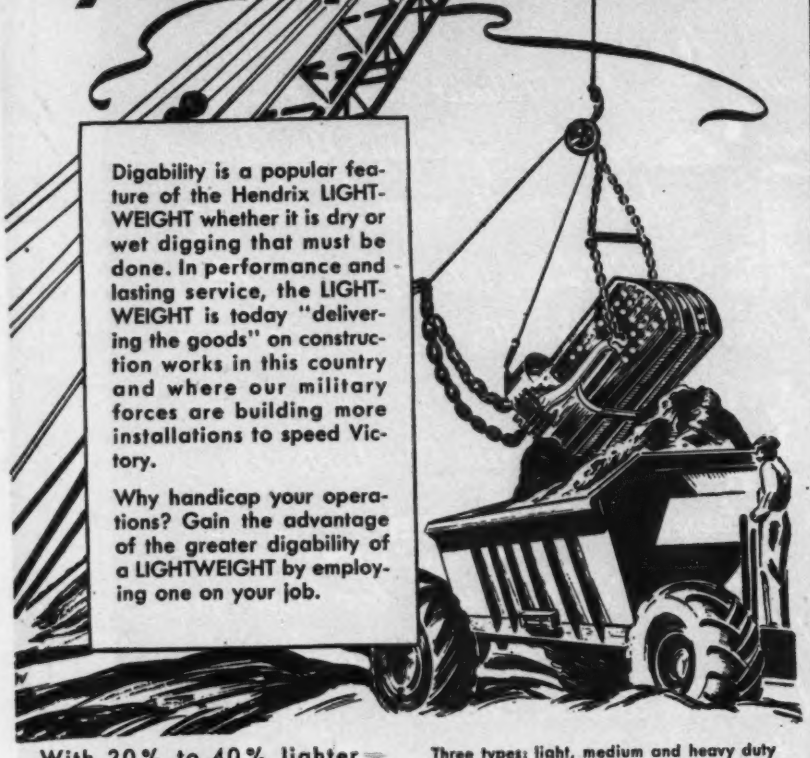
WHAT'S ON *Your* SLATE *for the* IMMEDIATE FUTURE *or the* POST-WAR YEARS ?

How about  *Ready Mixed Concrete Plants— engineered for even greater capacities? Or Central Mixing Plants* *. . that are pretty nearly "push-button" in control? Or Batching Plants?* *Or Bulk Cement Plants?* *Or high production Sand and Gravel* *Plants? Or cleverly engineered* *. . . . Concrete Products Plants? Or do you need Storage Bins* *or . . . . Coal Bins?* *. . Or are you looking for modern materials handling equipment such as the ingenious and startling Butler Carscoop that darts in and out of box-cars and corners at a phenomenal saving in time and labor?* *. . . Or large capacity Cement Transports . . .* *Or Portable Concrete* *Hoppers to facilitate handling on the job? Or Weigh Batchers*  *Or Bin Gates . .* *. ? . Whatever it is Butler has it— and if you'll write for Bulletin 260- you'll have complete information!*

BUTLER BIN CO. WAUKESHA, WIS.

GREATER

Digability to speed your operations!



Digability is a popular feature of the Hendrix LIGHTWEIGHT whether it is dry or wet digging that must be done. In performance and lasting service, the LIGHTWEIGHT is today "delivering the goods" on construction works in this country and where our military forces are building more installations to speed Victory.

Why handicap your operations? Gain the advantage of the greater digability of a LIGHTWEIGHT by employing one on your job.

With 20% to 40% lighter weight, all-welded construction, 10% to 40% manganese steel chains and fittings, it's easy to see why the LIGHTWEIGHT gets fuller payloads every trip . . . is winning more favor with dragline operators.

DE SOTO FOUNDRY, INC.
MANSFIELD, LOUISIANA

Three types: light, medium and heavy duty from ¾ to 20 cubic yards, with or without perforations.

HENDRIX *Lightweight* **DRAGLINE BUCKETS**

POSTWAR PROJECTS (Cont'd.)

N. Y., Brentwood—Dpt. P. Wks., State Office Bldg., Albany, Zone 1, plans completed sewage disposal plant, Proj. MH-47, $440,000; sewage disposal, sanitary, heating and electric work, Proj. 65 and 66, $87,500, both at Edgewood State Hospital, for Dpt. Mental Hygiene, State Office Bldg., Albany, Zone 1, Div. Construction, Div. Architecture, C. J. White, comr. Architecture, State Office Bldg., Albany, Zone 1, engr.

★**N. Y., Brooklyn**—President Brooklyn Boro, Boro Hall, plans underway sewers, Evergreen Ave., Putnam Ave. to point 50 ft. south of Weirfield St., PBS-289, $200,000; Evergreen Ave. between Moffat St. and point 50 ft. south of Weirfield St., PBS-290, $200,000; Greene Ave. between Central Ave. and Bushwick Ave., Central Ave. between Himrod St. and DeKalb Ave., between Ave. between Kosciusko St. and DeKalb Ave., Kosciusko St. between Bway and Bushwick Ave., PBS-307, $200,000; Evergreen Ave. between Linden and Woodbine Sts., Woodbine St. between Evergreen Ave. and Bway., Bway. between Woodbine and Monroe Sts., Monroe St. between Bway. and Ralph Ave., Ralph Ave. between Gates Ave. and Madison St., Gates Ave. between Bushwick Ave. and Bway., Grove St. between Goodwin Place and Bushwick Ave., Evergreen Ave. between Greene Ave. and Himrod St., PBS-306, $192,900; Wilson Ave. between Eldert and Chauncey Sts., Knickerbocker Ave. between Cooper and Chauncey Sts., Irving Ave. between Gates Ave. and Grove St., Ridgewood Place, Madison and Woodbine Sts., Woodbine St. between Ridgewood and Irving Aves., PBS-305, $128,800; Wilson Ave. between Woodbine and Eldert Sts., Eldert St. between Knickerbocker and Central Aves., Knickerbocker Ave. between Eldert and Court Sts., Central Ave. between Eldert and Halsey Sts., PBS-304, $198,100; Eldert St. between Evergreen and Hopkinson Aves., Macon St. between Hopkinson and Saratoga Aves., Saratoga Ave. from Macon St. to point 125 ft. south of Macon St., PBS-303, $200,000; Flushing Ave. between Noll St. and Knickerbocker Ave., Noll St. between Flushing and Central Aves., Wilson Ave. between Flushing Ave. and Noll St., Central Ave. between Flushing Ave. and George St., Forrest St. between Central and Evergreen Aves., Evergreen Ave. between Noll and Monteith Sts., Monteith St. between Evergreen and Bushwick Aves., Stanwix St. between Noll and Monteith Sts., Bushwick Ave. between Forrest and Monteith Sts., PBS-302, $168,800; Melrose St. between Wilson and Evergreen Aves., Central Ave. between Jefferson Ave. and Melrose St., Evergreen Ave. between George St. and Willoughby Ave., Troutman St. between Evergreen and Bushwick Aves., Melrose St. between Stanwix St. and Evergreen Ave., PBS-301, $150,800; Bushwick Ave. between Suydan St. and Myrtle Ave., Bushwick Ave. between Cedar St. and DeKalb Ave., Evergreen Ave. between Hart and Suydam Sts., Suydam St. between Evergreen Ave. and Bway., Bway. between Suydam and Hart Sts., Hart St. between Bway and Stuyvesant Ave., Myrtle Ave. between Bushwick Ave. and Ditmas St., Stuyvesant Ave. between Pulaski and Vernon Sts., PBS-300, $172,400; Stanhope St. between Central and Evergreen Aves., Hart St. between Wilson and Evergreen Aves., Evergreen Ave. between Hart and Cedar Sts., Cedar St. between Evergreen Ave. and point 360 ft. west of Evergreen Ave., PBS-299, $200,000; Irving Ave. from Hart to Grove Sts., Palmetto St. from Knickerbocker to Irving Aves., Harmon St. from Irving to Wyckoff Aves., PBS-298, $200,000; Thomas St. from Knickerbocker Ave. to Melrose St., PBS-295, $200,000; Irving Ave. from Melrose St. to Willoughby Ave., PBS-296, $200,000; Irving Ave. from Willoughby Ave. to point 30 ft. south of Hart St., Suydam St. from Irving to St. Nicholas Aves., PBS-297, $200,000; Knickerbocker Ave. from Melrose St. to point 75 ft. north of Suydam St., PBS-292, $200,000; Knickerbocker Ave. from point 75 ft. north of Suydam St. to Menahan St., PBS-293, $200,000; Knickerbocker Ave. between Menahan and Hancock Sts., Hancock St. between Knickerbocker and Irving Aves., PBS-294,

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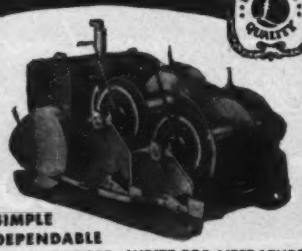

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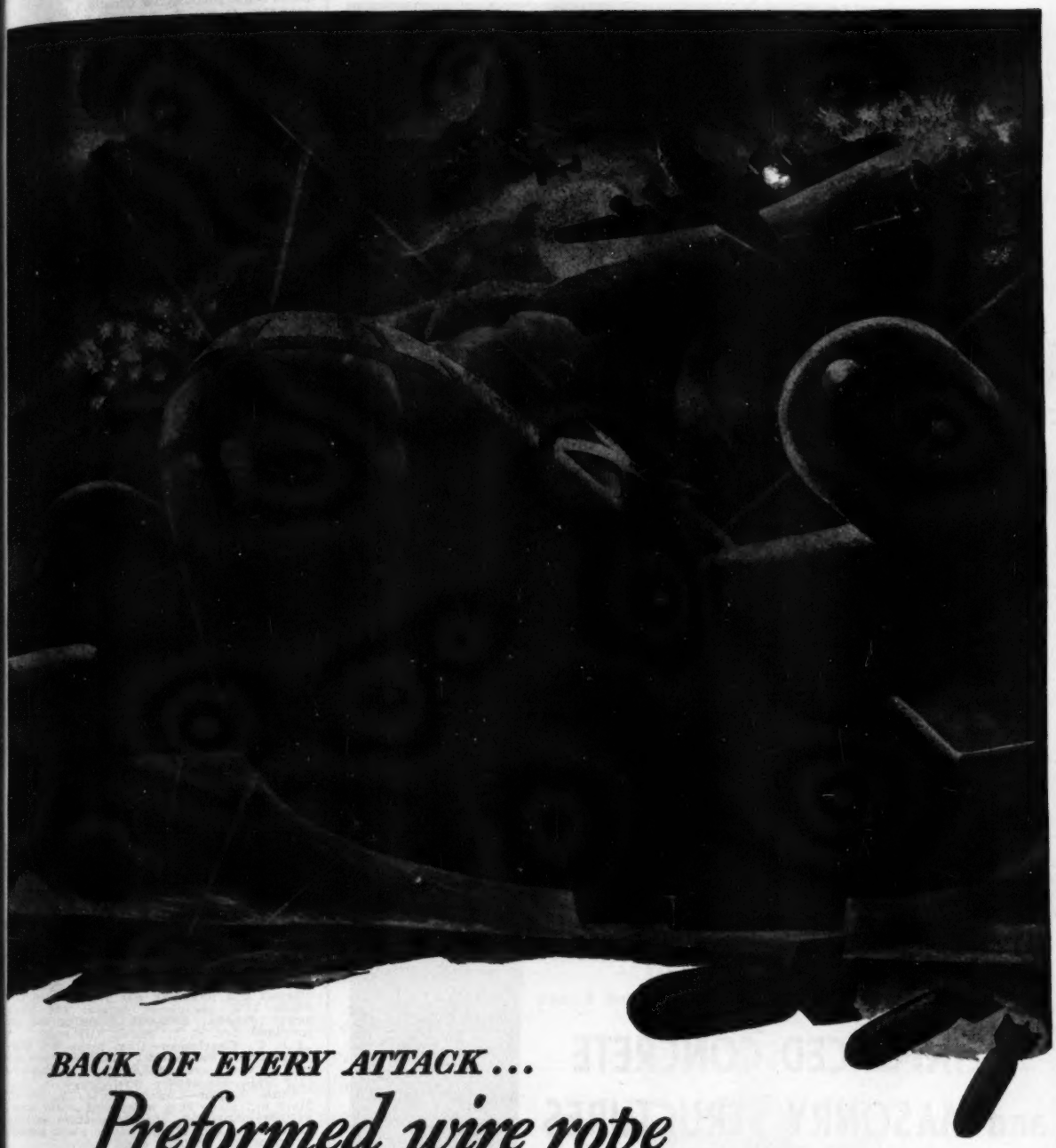

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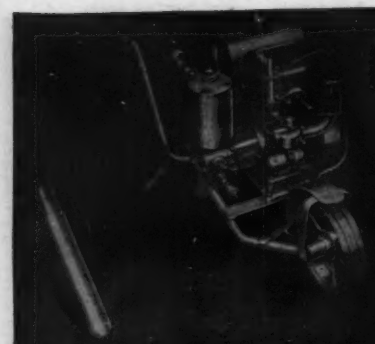

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POSTWAR PROJECTS (Cont'd.)

$190,700; Moffat St. between Bushwick and Central Aves., Central Ave. between Moffat and Pilling St., Bushwick Ave. between Moffat and Aberdeen Sts., Saratoga Ave. from point 125 ft. south of Macon to Bainbridge Sts., Hopkinson Ave. from Macon to Bainbridge Sts., PBS-291, $195,900; Melrose Ave. from point about 350 ft. north of Knickerbocker Ave. to Wilson Ave., Wilson Ave. from Melrose Ave. to point about 75 ft. south of Jefferson Ave., PBS-178, $200,000; Knickerbocker Ave. from Harrison Place to point about 120 ft. south of Gratten St., PBS-174, $200,000; Knickerbocker Ave. from point about 120 ft. south of Grattan St. to Flushing Ave., PBS-175, $200,000; Knickerbocker Ave. between Flushing and Melrose Aves., PBS-176, $200,000; Melrose Ave. from Knickerbocker Ave. to point about 350 ft. north of Knickerbocker Ave., PBS-177, $200,000; Outlet section, from head of English Kills across easement to Johnson Ave. and in Johnson Ave. westerly to point about 350 ft. east of Knickerbocker Ave., PBS-170, $200,000; Johnson Ave. from point about 350 ft. east of Knickerbocker Ave. to Knickerbocker Ave., PBS-171, $200,000; intersection of Johnson and Knickerbocker Aves., PBS-172, $200,000; Knickerbocker Ave. between Harrison Place and Johnson Ave., PBS-173, $200,000; Central Ave. from point 100 ft. south of Greene Ave. to Linden St., PBS-168, $200,000; Central Ave. between Linden and Woodbine Sts., Woodbine St. from Central Ave. to point 100 ft. north of Central Ave., PBS-167, $200,000; Woodbine St. from point 100 ft. north of Central to Evergreen Aves., Evergreen Ave. from Woodbine St. to Putnam Ave., PBS-169, $200,000; Wilson Ave. between Hermon St. and Greene Ave., from point 100 ft. north of Greene Ave. to Greene Ave., Greene Ave. between Wilson and Central Aves., Central Ave. between Greene Ave. and Bleecker St., from Greene Ave. to point 100 ft. south of Greene Ave., PBS-166, $200,000; Wilson Ave. from point about 75 ft. south of Jefferson Ave. to Willoughby St., PBS-162, $200,000; Wilson Ave. from Willoughby St. to point about 80 ft. north of DeKalb Ave., PBS-163, $200,000; Wilson Ave. from point about 80 ft. north of DeKalb Ave. to Stanhope St., PBS-164, $200,000; Wilson Ave. from Stanhope St. to point about 75 ft. north of Greene Ave., PBS-165, $200,000. State Aid Planning Funds allotted. P. P. Farley, al, consult. engr. Brooklyn Boro.

N. Y., Buchanan—Village, drainage and sewage disposal sys. $150,000.

N. Y., Fort Edward—Village, sewage disposal plant and intercepting sewer. $120,000.

N. Y., New York—President Bronx Boro, 851 Grand Concourse, plans underway sewers E. 233 St. from DeReiner Ave. to Grenada Place and in Grenada Place to Laconia Ave., PXS-19, $52,000; E. 166 St., Webster to College Aves. PXS-21, $30,000; Morris Ave. from Park Ave. to 163 St., PXS-88, $200,000; Park Ave., Morris Ave. to 138 St., PXS-89, $300,000. State Aid Planning Funds allotted. T. B. Dyer, ch. engr. Bronx Boro.

O., Columbus—City, J. Rhodes, mayor, City Hall, install. 2 incinerator units at Municipal Garbage Disposal plant, $275,000-$300,000. P. W. Maetzel, City Hall, city engr.

★**O., Newark**—City, plans underway, sewage treatment plant and main intercepting sewer, $500,000; miscellaneous sewers, $100,000; Holler Ditch trunk sewers, $130,000. C. H. Wells, City Hall, city engr.

O., Sandusky—City, incinerator and sewerage sys. imprvs., $200,000, land rights not cleared and financing not yet provided for; plans 15% completed lateral and trunk sewer imprvs., $200,000, financing not yet provided for. R. P. Smith, city engr.

★**S. C., Charleston**—City, plans 25% completed sewer exten., $737,535; plans exten. sewerage sys., $425,000. B. M. Thomson, City Hall, city engr.

Utah, Logan—Logan City Corp., 140 N. Main St., plans 50% completed storm sewer, $47,304; plans 25% completed exten. existing sewer lines and adding pump. plant, $38,689. E. U. Moser, Box 87, engr.

★**Wis., Milwaukee**—Metropolitan Sewerage Comn. of Milwaukee Co., Jones Island, Milwaukee, main sewer extens., $600,000; sewage disposal plant exten., imprvs., $4,000,000. Jas. L. Ferebee, ch. engr. and genl. mgr.

★**Wis., Superior**—City, R. E. McKeague, clk., City Hall, plans underway sewage disposal plant, $500,000; plans completed sanitary sewers, $25,000; storm sewers, $75,000.

N. B., St. John—Parish of Lancaster, E. C. Seeley, councillor, St. John, sewers. $275,000.

N. B., St. John—Parish of Simonds R. McAllister, warden, St. John, sewer exten. $60,000.

★**Ont., Toronto**—City, F. J. Conboy, mayor, sewer installations, repairs. $13,653,983.

BRIDGES

★†**California**—Pub. Roads Admin., Phelan Bldg., San Francisco, plans 90% completed Nevada City-Downieville (Goodyear Creek Bridge and approaches), 0.3 mi. bridge, grading, bituminous surfacing. Sierro Co., $40,000; 4.8 mi. Truckee-Hobart (Sand Hen Saddle-Prosser Creek), Nevada Co.,

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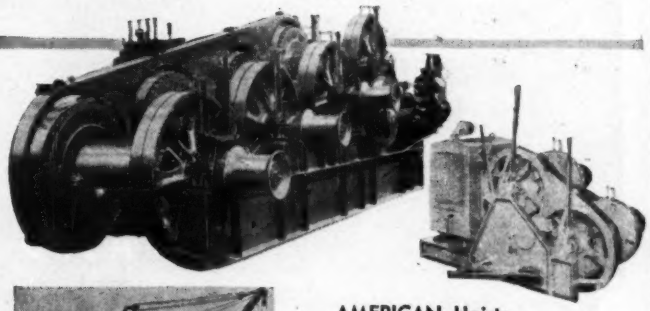

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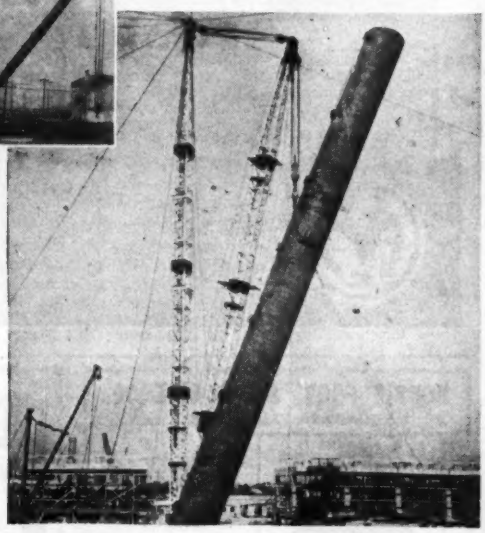

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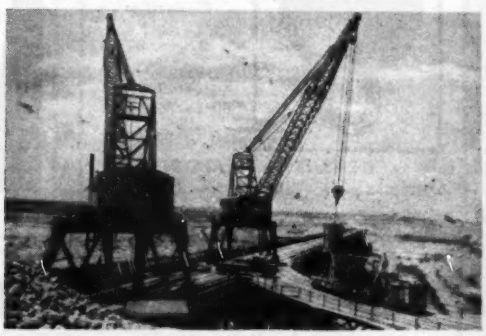

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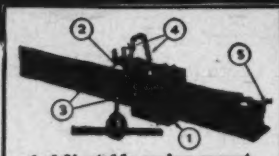

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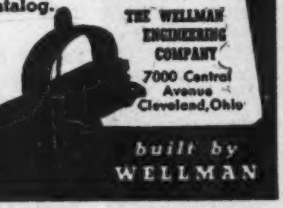

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$212,000; plans 50% completed 0.8 mi. Hoopa-Weitchpec (Klamath River Bridge and approaches), Humboldt Co., $260,000; 12 mi. Big Oak Flat (Park Bdry.-Colfax Gate), Tuolumne Co., $870,000; plans 60% completed 5.8 mi. June Lake-Silver Lake, Mono Co., $265,000; plans 75% completed 27 mi. Feather Lake (Hog Fat-Poison Lake), Lassen Co., $673,000; plans 15% completed 8 mi. Blairsden-Capline, Plumas Co., $356,000.

Kan., Topeka—City, E. L. Knap, clk., City Hall, widening Melan Bridge. $100,000. W. E. Baldry, city engr.

★**Mo., St. Louis**—City, c/o M. M. Kinsey, pres. Bd. P. Serv., 304 City Hall, 12 and Market Sts., Zone 3, voted $1,778,000 bonds constructing, reconstructing, replacing, repairing bridges, viaducts, underpasses and approaches thereto, etc. $507,000 available. Total $2,285,000. CD 6/22—ENR 7/13.

★**New Hampshire**—State Hy. Dpt., Concord, one 40 ft. and one 600 ft. bridges in Exeter, $400,000; rein.-con. bridge, in Durham, $50,000; bridge in Dublin, $100,000; 250 ft. concrete bridge in Conway, $150,000; 2 concrete, steel bridges in Milford and Brookline, $200,000.

★**O., Canton**—Stark Co., Canton, plans completed constructing, repairing 13 bridges. $678,328. Financing provided for. H. C. Frank, 203 Market St. S., archt. L. Zerbe, Court House, co. engr.

★**Pennsylvania**—State Hy. Dpt., Harrisburg, imprv. Rochester - Bridgewater Bridge, Route 68, $214,000, Brighton-Beaver Falls Bridge, Route 18, $802,000, both Beaver Co. Financing not yet provided for. Michael Baker, Jr., Rochester, consult. engr.

Alta., Edmonton—Dominion Govt., Ottawa, Ont., low level bridge. $250,000. Dpt. P. Wks., Ottawa, Ont., engr.

N. B., Brookville—Canadian Natl. R. R. Co., H. A. Dixon, ch. engr., 360 McGill St., Montreal, Que., straightening, widening subway. $75,000.

N. B., Fairville—Canadian Pacific R. R. Co., J. E. Armstrong, ch. engr., Montreal, Que., grade separation at Main St. and Bay Shore line. $100,000.

N. B., St. John—Canadian Pacific R. R. Co., J. E. Armstrong, ch. engr., Montreal, Que., widening, straightening subway at Chesley St. $100,000.

N. B., St. John—Municipality and Canadian Natl. R. R., H. A. Dixon, ch. engr., 360 McGill St., Montreal, Que., eliminating grade crossing at Haymarket Sq. $225,000.

N. B., St. John—Municipality, grade separation at Wall-Garden and City Roads $200,000.

STREETS AND ROADS

★†**Arizona**—Pub. Roads Admin., 18 and F Sts. N.W., Wash., 25, D. C., plans 10% completed grading, bituminous surfacing 15 mi. Grand Canyon-Williams, $750,000; 20 mi. Grand Canyon-Williams, $900,000; plans to be started 5.9 mi. south of Flagstaff toward Mormon Lake, $200,000; plans 70% completed 11 mi. Flagstaff East (Cliffs-Winona), $470,000; plans 10% completed 15 mi. Ashfork-Williams (County Line-Williams), $1,000,000, all foregoing Coconino Co.; plans 80% completed 1.7 mi. Ashfork-County Line, Yavapai Co., $76,500; plans 100% completed 2.9 mi. Pine-Pine Junction, both Gila Co., $123,000; plans 60% completed 5.1 mi. Pine-South, $175,000, both Gila Co.; plans 70% completed 13.1 mi. Mogollon-Rim-Clints Wells, $590,000; plans 90% completed grading, bridge and bituminous surfacing 5.2 mi. Payson-Colcord Mountain, $115,000, both Coconino Co.; plans 80% completed 6.6 mi. Alpine-County Line, Aipine Co., $195,000; grading, bituminous surface reconstruction 17 mi. Grand Canyon-Williams, Coconino Co., $850,000.

★†**California and Arizona**—Pub. Roads Admin., Phelan Bldg., San Francisco, Calif., plans 90% completed grading, oil stabilization 4.48 mi. Tioga Rd.; Tenaya Creek-Cathedral Creek, $227,000; 4.23 mi. Tioga Rd.; Porcupine Summit-Snow Creek, $246,800; plans 35% completed 8.04 mi. Tioga Rd., McSwain Meadow-Porcupine Summit, $600,000; 3.4 mi. Tioga Rd., Snow Creek-Tenaya Lake, $265,500; plans 50% completed guardrail, 2.36 mi. Wawona, Big Oak Flat, Tioga and Glacier Point Roads, $25,000 all foregoing in Yosemite National Park; plans to be started widening, general imprv. 19 mi. Loop Hy., SW entrance-NW entrance, Lassen National Park, $469,000; plans 100% completed bituminous surfacing 15.17 mi. Pierce Ferry-So. Boundry, Boulder Dam National Recreation Area, $38,000; plans 85% completed reconstruction, grading and bituminous surfacing 17 mi. Grapevine-Desert View, Grand Canyon National Park, $515,000; plans 30% completed 12 mi. Grand Canyon Village-Grapevine, Grand Canyon National Park, $89,500; plans 35% completed

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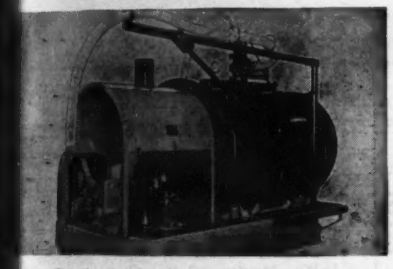

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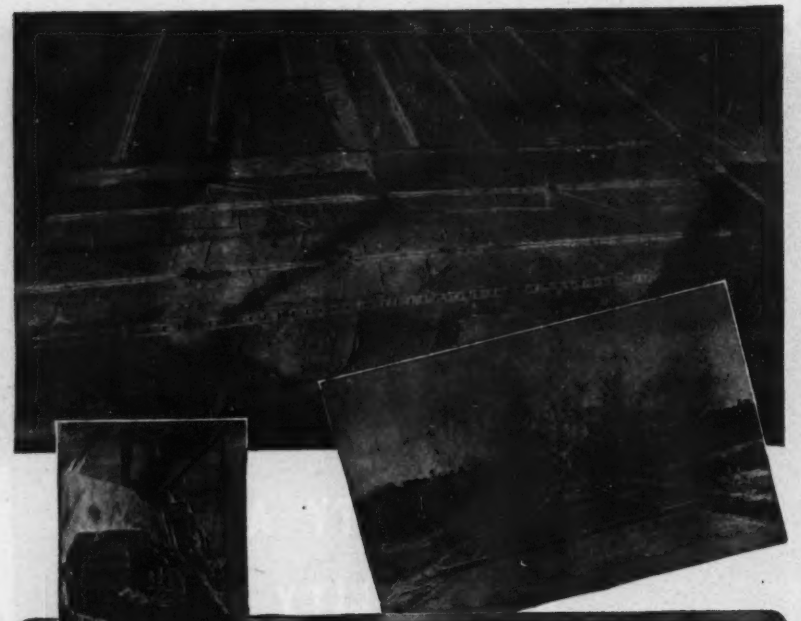

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POSTWAR PROJECTS (Cont'd.)

grading, bituminous surfacing 10 mi. West Entrance-Ruins, Wupatki National Monument, $250,000; plans 50% completed 3 mi. same road, $120,000; plans 25% completed 1.1 mi. Nevada City-Downieville (1 mi. North Indian Creek to North Fork Yuba River), Sierra Co., Calif.; $90,000; 3.8 mi. Nevada City (Indian Creek-Yuba County Line), Sierra Co., Calif., $135,000; 4.8 mi. Nevada City (Middle Fork Yuba-Wilson), Yuba Co., Calif., $265,000; 21 mi. Almanor (Paxton-Lake Almanor) Plumas Co., Calif., $420,000; 8 mi. Carson Pass (Cook's Station-Lumber Yard Ranger Sta.) Amador Co., Calif., $225,000; 3.8 mi. Harmony Ridge (Vicinity Summit-Vicinity Bear River), Nevada Co., $325,000; plans 100% completed 3.4 mi. Tahoe-Brockway, Placer Co., Calif., $172,000; 17 mi. U.S. 50 (Echo Summit-Upper Truckee River), Eldorado Co., Calif., $260,000; 3 mi. Feather Lake (Old Station-Rim), Shasta Co., Calif., $155,000; plans 75% completed 4 mi. U.S. 50 (Pollock Pines-Fresh Pond), Eldorado Co., Calif., $475,000; 3 mi. Western Divide (Frog Meadow-Lion Ridge), Tulare Co., Calif., $155,000; 9 mi. Feather River (Susanville-Hog Flat), Lassen Co., Calif., $370,000; 8.9 mi. Feather River (Rim-Poison Lake), Lassen Co., Calif., $180,000; plans 50% completed 2.3 mi. San Marcos Pass, Santa Barbara Co., Calif., $230,000; 5 mi. Meyers-Maya, Eldorado Co., Calif., $300,000; 6 mi. Sonora Pass (Bumblebee Creek-Cascade Creek), Tuolumne Co., Calif., $300,000; plans 60% completed 2.6 mi. Grant Lake-U.S. 395, Mono Co., Calif., $50,000; 8.5 mi. Forest Ranch-Loma, Butte Co., Calif., $325,000; 5.5 mi. Western Divide (Lion Ridge-Double Bunk), Tulare Co., Calif., $410,000; plans 85% completed 12 mi. Greenhorn Summit-Frog Meadow, Kern and Tulare Counties, Calif., $583,000; plans 30% completed 11.1 mi. Ebbetts Pass (Dorrington-Gans Meadow), Calaveras Co., Calif., $540,000; plans 90% completed 5.2 mi. Big Pines Park-Vincent Divide, San Bernardino Co., Calif., $550,000; plans 80% completed 8.5 mi. Mt. Pinos, Kern and Ventura Counties, Calif., $318,000; plans to be started 6 mi. Mill Creek-Camp Angelus, San Bernardino Co., Calif., $800,000. CD 1/12—ENR 1/27.

Ill., Jacksonville—City, City Hall, plans 90% completed concrete paving approx. 2,000 ft. Arterial Streets 9, 11, 13, 14, 6, 13, 3 and 12 in Lake Dist. $122,261. W. W. Polk, Centennial Bldg., Springfield, ch. state hy. engr. K. Stapleton, city engr.

★**Ind., Anderson**—Madison Co., Hy. Dpt., Anderson, resurfacing, paving farm to market roads; $1,500,000. C. V. Windsor, co. surveyor. engr.

Minn., Minneapolis—City, C. Swanson, clk., will remove present wood-block and asphalt concrete resurfacing Como Ave. between 22nd Ave. S.E. and city limits by day labor, $57,000. F. T. Paul, city engr.

Mo., Clayton—St. Louis Co., c/o County Court, Court House, Clayton, St. Louis, Zone 5, grading, imprv. hy. from University City to Creve Coeur Lake, $238,000; plans completed 4 major highway projects incl. cut-off relieving Natural Bridge road in Pinelawn area, exten. Pennsylvania Ave., St. Charles to Natural Bridge road, continuation of Delmar Blvd. western edge of University City to Lindbergh Blvd., and road to facilitate flow of traffic to new bridge over Mississippi River near Jefferson Barracks, $118,000. R. Jabionsky, Co. engr.

Mo., Glendale (br. St. Louis, 19)—City, C. H. Leslie, mayor, City Hall, 424 North Sappington Rd., street imprvs. $225,000.

★**Mo., Maplewood (br. St. Louis, 17)**—City, J. Usher, city clk., 7482 Manchester Ave., street and road imprvs., etc. $515,000.

Mo., Rolla—City 8 to 10 mi. concrete paving and asphaltic black top surfacing, etc. $255,000. J. E. Kilpatrick, city engr.

★**Mo., St. Louis**—City, c/o M. M. Kinsey, pres. Bd. P. Serv., 304 City Hall, 12 and Market Sts., Zone 3, voted $7,820,000 bonds, establishing, opening, widening, constructing, reconstructing, paving, repaving streets, highways, parkways, blvds., and alleys. $780,000 available. Total $18,600,000. CD 6/23—ENR 7/13.

★**Mo., University City (br. St. Louis, 5)**—City, W. A. Heimbuecher, city engr., City Hall, University City, St. Louis, Zone 5, 6801 Delmar Blvd., new street projects, imprv. present streets and sewers. $750,000.

★**†Nevada**—Pub. Roads Admin., 18 and F Sts. N.W., Wash., 25, D. C., plans 35% completed grading, bituminous surfacing 4.6 mi. Owyhee River (Indian Bdry.-South), $126,500; plans 20% completed imprv., bituminous surfacing 14.5 mi. Owyhee River (Johnson Ranch-Patsville, $154,000, both Elko Co.; plans 30% completed grading, bituminous surfacing 18 mi. Dalzell Canyon (Calif. Bdry.—6 mi. south of Wellington), Lyon Co., $550,000. CD 1/12—ENR 1/27.

★**New Hampshire**—State Hy. Dpt., Concord, constructing 30 mi. hys. in towns of Brookline, Exeter, Durham, Dublin, Harrisville, Chesterfield, Conway and Milford. $1,200,000.

★**New York**—Dpt. P. Wks., Albany, Zone 1, preliminary plans underway center curbing for Long Island State Parkways, Nassau and Suffolk Counties, Con. 75, $725,000. Long Island State Park Comn., Babylon, consult. engrs. Div. Construction, State Office Bldg., Albany, Zone 1, engrs.

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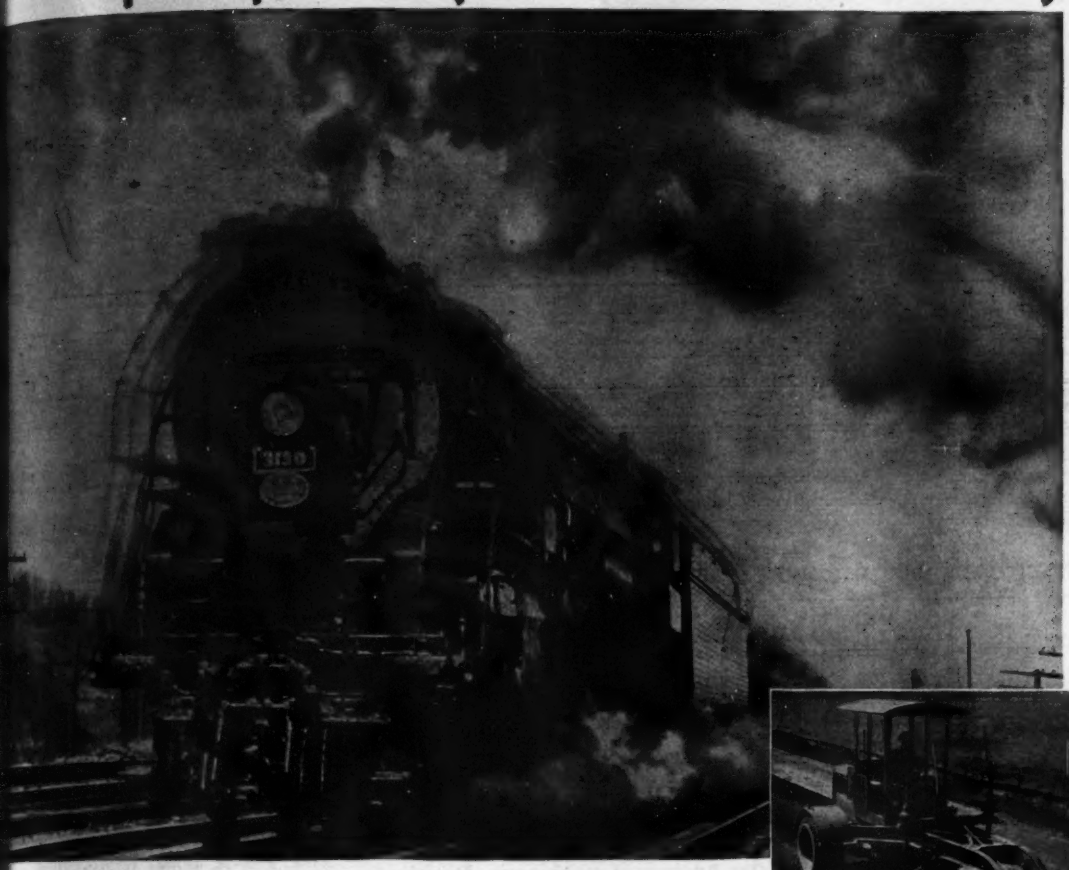

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POSTWAR PROJECTS (Cont'd.)

★N. Y., Brooklyn—President Brooklyn Boro, Boro Hall, plans underway re paving Woodbine St., Central to Knicker bocker Aves., PBS-27, $14,400; 4 Ave., 1 to 27 Sts., PBS-28, $50,000; 32 St., 3 to 4 Aves., PBS-29, $5,200; 36 St., 3 to 4 Aves., PBS-30, $5,200; 45 St. 6 to 7 Aves., PBS 31, $8,700; 49 St., 2 to 3 Aves., PBS-32, $8,800; 54 St., 3 to 4 Aves., PBS-33, $8,300; Prospect Place, Roger to Nostrand Aves., PBS-21, $9,500; Putnam Ave., Sumner to Lewis Aves., PBS-22, $10,000; Ryerson Ave., Flushing to Park Aves., PBS-23, $9,700; Seabring St., Van Brunt to Columbia Sts., PBS-24, $13,900; Shepherd Ave., Glenmore to Blake Aves., PBS-25, $21,000; Snyder Ave., Nostrand to New York Aves., PBS-26, $12,500; Herbert St., Graham to Kingsland Aves., PBS-14, $15,000; Lincoln Ave., Fulton St. to Atlantic Ave., PBS-15, $6,400; Lincoln Place, Nostrand to New York Aves., PBS-16, $9,400; Marion St., Fulton St. to Patchen Ave., PBS-19, $20,500; Macon St., Howard to Hopkinson Aves., PBS-18, $18,700; Morrell St., Bushwick to Flushing Aves., PBS-20, $11,000; Clarkson Ave., New York Ave. to 75 ft. west of E. 49 St., PBS-7, $60,300; E. 17 St., Beverly to Dorchester Rds., PBS-8, $20,200; E. 18 St., Beverly to Cortelyou Rds., PBS-9, $8,900; Essex St., Fulton St. to Atlantic Ave., PBS-10, $8,600; Granite St., Bway. to Long Island R.R., PBS-12, $13,200; Hancock St., Howard Ave. to Bway., PBS-13, $14,400; Aberdeen St., Bway. to Bushwick Ave., PBS-1, $7,200; Bay Ridge Parkway, 19 to 20 Aves., PBS-2, $13,200; Bay 13 St., Bath to Cropsey Aves., PBS-3, $7,900; Brooklyn Ave., Ave I to Flatbush Ave., PBS-4, $13,700; Bushwick Ave., Myrtle Ave. to Eastern Parkway Exten., PBS-5, $184,000; Chestnut St., Fulton St. to Atlantic Ave., PBS-6, $7,800; Harmon St., Knickerbocker to Irving Aves., PBS-69, $8,700; Hart St., Bway. to Central Ave., PBS-70, $19,300; Huntington St., Clinton to Smith Sts., PBS-71, $9,700; Irving St., Van Brunt to Columbia Sts., PBS-72, $13,000; Jerome St., Jamaica Ave. to Fulton St., PBS-73, $13,200; Keap St., Union Ave. to Grand St., PBS-75, $11,300; Leonard St., Scholes St. to Bway., PBS-76, $22,000; Lynch St., Harrison Ave. to Bway., PBS-77, $7,900; Middagh St., Columbia Hts. to Henry St., PBS-78, $8,800; Milton St., West to Franklin Sts., PBS-79, $5,100; Montauk Ave., Pitkin to Blake Aves., PBS-80, $16,900; Nelson St., Columbia to Smith Sts., PBS-81, $23,600; New Jersey Ave., Sutter to Dumont Aves., PBS-82, $12,400; Nicholas Ave., to Fulton St. to Atlantic Ave., PBS-83, $8,600; Osborn St., Glenmore to Blake Aves., PBS-84, $20,000; Osborn St., Livonia to Riverdale Aves., PBS-85, $6,300; Pacific St., Howard to Hopkinson Aves., PBS-86, $19,200; Pacific St., Hopkinson to Rockaway Aves., PBS-87, $9,700; 61 St., 2 to 3 Aves., PBS-84, $9,300; 74 St., Fort Hamilton Parkway to 10 Ave., PBS-35, $8,800; 75 St., 6 to 7 Aves., PBS-36, $8,900; 84 St., 7 to 11 Aves., PBS-37, $12,700; 90 St., Ridge Blvd. to 3 Ave., PBS-38, $8,400; 93 St., Ridge Blvd. to 3 Ave., PBS-39, $8,700; Bergen St., Nostrand to Kingston Aves., PBS-40, $28,700; Bergen St., Kingston to Schenectady Aves., PBS-41, $23,300; Washington St. (east side) Tillary St. to Myrtle Ave., PBS-42, $7,300; Ainslee St., Marcy to Manhattan Aves., PBS-43, $27,800; Bedford Ave., Heyward to DeKalb Aves., PBS-44, $57,700; Bleecker St., Central to Wilson Aves., PBS-45, $7,400; Sutfield St., Nassau to Tillary Sts., PBS-46, $10,300; E. 17 St., Ditmars to Newkirk Aves., PBS-55, $6,700; E. 18 St., Newkirk to Foster Aves., PBS-56, $5,400; E. 21 St., Farragut Rd. to Glenwood Ave., PBS-57, $10,000; Eckford St., Driggs to Engert Aves., PBS-58, $6,500; Fenimore St., Flatbush to Bedford Aves., PBS-59, $12,500; Chauncey St., Reid to Patchen Aves., PBS-48, $10,300; Chestnut St., Liberty to Pitkin Aves., PBS-49, $9,800; Cook St., Bway to Humboldt St., PBS-50, $11,800; Covert St., Central to Wilson Aves., PBS-51, $7,500; Debevoise Place, Fleet St. to Flatbush Ave. Exten., PBS-52, $6,000; Debevoise St., Gra-

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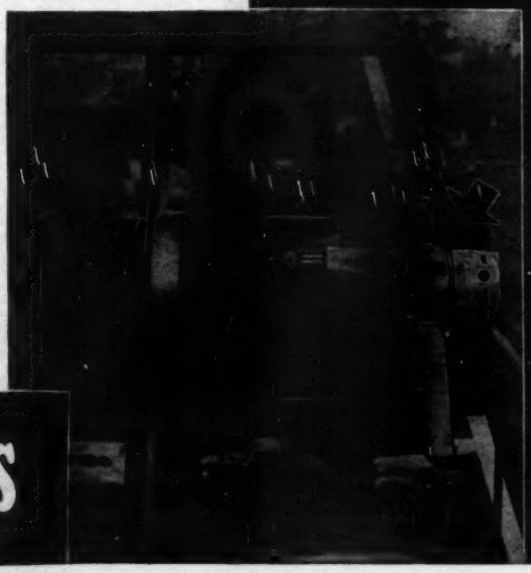

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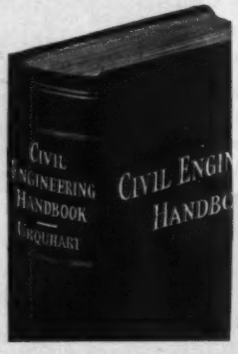

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N. Y., Jamestown—City, Dpt. P. Wks., City Hall, repairs, reconstructing various paved streets. $260,000. C. J. Strandburg, city engr.

N. Y., Mohawk—District Comrs., Montgomery Co., plans underway reconstructing County Rd. 91, $40,000. State Aid Planning Funds allotted.

★**N. Y., New York**—President Bronx Boro, 851 Grand Concourse, Zone 51, plans underway, regulating, etc. W. 232 St., Johnson to Netherland Ave., PXS-174 $19,500; regulating, sheet asphalt paving Beech Terrace, Beekman to Crimmins Ave., PXS 174, $7,200; regulating, grading, etc., Westervelt Ave., Pelham Parkway North to Waring Ave., PXS-176 $21,600; Narragansett Ave., Pelham Parkway South to Lydig Ave., PXS-177, $5,800; Barnes Ave., Gunhill Rd. to 233 St., PXS-178, $100,800; intersection of E. 219 St., Carpenter Ave. and Bronx Blvd., PXS-180, $5,800; Kennellworth Place, Spencer Dr. to Griswald Ave., PXS-182, $10,200; streets north of E. 233 St. to Nereid Ave., and west of Baychester Ave., PXS-183, $150,000; Spuyten Duyvil Parkway from Hendrick Hudson Parkway to Bway., PXS-86, $172,000; streets in Gould Estate, PXS-184, $150,000; curb and flag, Fieldstone Rd., W. 253 St. to Mosholu Parkway, PXS-185, $12,000; sheet asphalt paving Andrews Ave., W. 183 St. to Fordham Rd., PXS-164, $33,000; W. 183 St. Loring Place to University Ave., PXS-165, $18,800; Bainbridge Ave., Fordham Rd. to Moshulu Parkway South, PXS-161, $100,800; paving bricks, Shakespeare Ave., W. 168 St. to W. 169 St., PXS-167, $34,600; regulating, grading, sheet asphalt paving W. 229 St., Bailey to Heath Aves., PXS-179, $6,500; Bronx River Ave., Eastern Blvd. to Westchester Ave., PXS-181, $27,900; regulating, regrading, granite block paving and construct retaining walls in U. 230 St. between Johnson Ave. and Edgehill Ave.; PXS-186, regulating, grading, paving and constructing steps in Highbridge St. between Nelson St. and Shakespeare Ave.; PXS-187,

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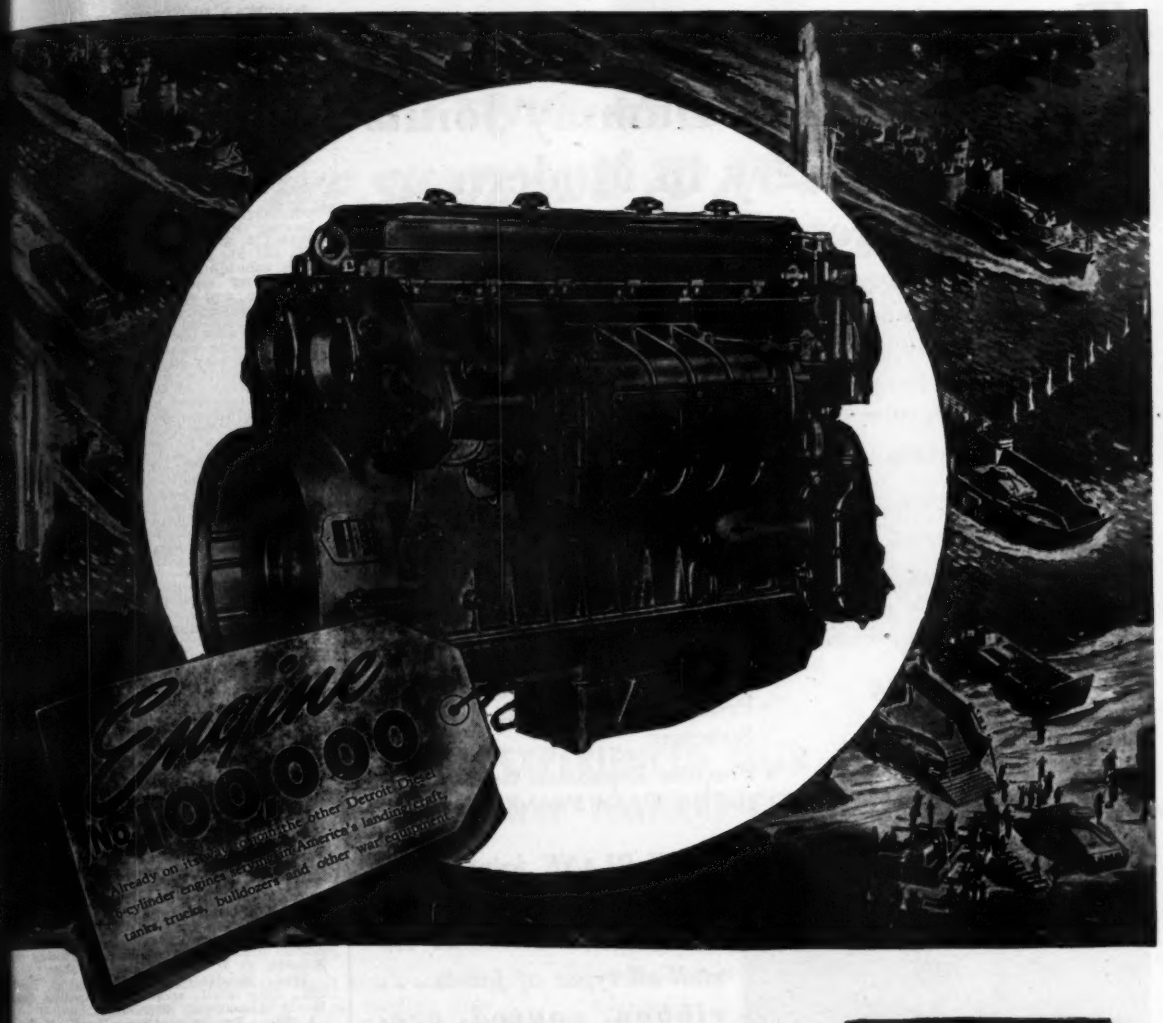


10 DIVISIONS OF FIGHTING ENGINES

MONTHS ago the Detroit Diesel Engine Division of General Motors sent engine No. 100,000 off the production line to its war job. Many more have followed since. Measured as men, more than ten divisions of these six-cylinder Diesels are actively in the fight. They're in landing craft helping to crack Fortress Europe and to cut the Nips' string of islands They're in tanks, trucks, bulldozers and all kinds of other equipment. The reasons are, these Diesels are tough and dependable. They're easy to maintain. They burn inexpensive fuel oil.

They have been tried and proved in all sorts of war jobs on every battle front. And they've been found good.

With the coming of peace these engines will be available for all the applications where America will need reliable, low-cost power.

KEEP AMERICA STRONG
BUY MORE WAR BONDS

GM
GENERAL MOTORS
DIESEL POWER

ENGINES 12 to 250 H.P. DETROIT DIESEL ENGINE DIVISION, Detroit 13, Mich.
ENGINES 150 to 2000 H.P. DIESEL ENGINE DIVISION, Cleveland 11, Ohio
LOCOMOTIVES ELECTRO-MOTIVE DIVISION, La Grange, Ill.

Twenty-two REASONS
Why *FLEX-PLANE* Dummy Joints are Necessary in Modern Concrete Pavements

- Reduces the Number of Expansion Joints
- More Dummy Joints Divide Contraction Openings
- Prevents Cracking
- Retards Creeping
- Controls Warping
- Reduces Curling
- Relieves Stress
- Lessens Bumps
- Minimizes Pumping
- Minimizes Panning
- Lessens Deterioration
- Lowest Cost
- Limits Maintenance Cost
- Anchored in Place — Is Permanent
- No Extrusion
- Localizes Expansion and Contraction
- Assists in Normalizing the Slabs
- Ribbon Joint is Continuous in Length
- Prevents Infiltration of Water
- Increases Strength of Slabs
- Produces Homogenous Structure
- Provides Expansion Relief for the Hot Upper Part of the Slab

FLEX-PLANE joint installing machines eliminate messy hand methods. Install all types of joints . . . ribbon, poured, premoulded, etc., with or without VIBRATION.

• *Ask for Equipment Specifications* •

FLEXIBLE ROAD JOINT MACHINE CO. WARREN, OHIO

POSTWAR PROJECTS (Cont'd.)

regulating, grading, constructing steps in ... 230 St. from Johnson to Netherland Ave., ... PXS-138, constructing, erecting ... guard rail in Bruckner Blvd. from ... Ave. to Middletown Rd., ... PXS-189, ... island and adjustment of sidewalks in ... section of Reservoir and Sedgwick Aves., ... PXS-190, safety island and readjustment ... roadways in area within 3 Ave. and Lincoln Ave., E. 137 and E. 138 Sts.; PXS-191, ... island and adjustment of roadways in Riverdale and Irving Aves. from W. 230 to W. ... Sts., PXS-192, $75,000; sheet asphalt paving ... Wyatt Ave., Bronx Park to DeVal Ave., ... PXS-157, $11,800; regulating, grading, ... paving Bush St., Creston to Anthony Ave., ... PXS-175, $20,000; brick paving Loring Pl. ... W. 183 St. to Fordham Rd., PXS-164, $... 800; rehabilitation, incl. clearing, repairing ... repainting and waterproofing underpasses, ... viaducts, and bridge at Grand Concourse ... 170 St., Tremont Ave., Burnside Ave., Kingsbridge Rd., Bedford Park Blvd., 204 St., ... PXS-87, $200,000; cleaning, repairing, ... painting and waterproofing steel guard rail ... fences, curbing and viaduct on Major Deegan ... Blvd., PXS-193, $100,000; repaving Melrose ... Ave., 149 to 163 Sts., PXS-66, $197,111; ... paving, redressed granite block repaving ... Ave., E. 135 to E. 138 Sts., PXS-61, $... 893; sheet asphalt repaving E. 156 St., ... Courtlandt to Melrose Aves., PXS-61, $4,... Crescent Ave., Arthur Ave. to E. 187 St., ... PXS-149, $30,481; sheet asphalt paving Sedg... wick Ave., Jerome Ave. to W. 167 St., PXS-... 156, $182,000. State Aid Planning Funds ... allotted. T. B. Dyer, ch. engr. Bronx Boro. ...

★**O., Ashtabula**—Comrs. Ashtabula Co., ... Jefferson, reconstructing 54 mi. roads, ... incl. widening, resurfacing. $1,110,000. ... O. Topper, Court House, Jefferson, co. engr. ...

O., Sandusky—City, plans 40% com... pleted, paving, resurfacing, widening, curb ... and sidewalk repair, $261,000. R. E. Smith, ... city engr.

★**Pennsylvania**—State Hy. Dpt., Harris... burg, imprv. 9.3 mi. Route 18, New ... Brighton Borough, Beaver Falls and ... Beaver Twp., $1,004,000; relocation 5.1 mi. ... Route 88 (Ohio River Blvd.) from south ... County line in Ambridge Borough to Conway ... way Borough, $3,562,000; imprv. 2.7 mi. ... Route 88, Conway, Freedom and Ea... Rochester Boroughs, $315,000; 2.45 mi. Ohio ... River Blvd. exten., Rochester to New ... Brighton Boroughs, $3,075,000; 14,329 acre ... reforestation program, $750,000, all Beaver ... Co. Financing not yet provided for. ... Baker, Jr., Rochester, consult. engr.

★**Tex., Anahuac**—G. C. Jackson, Judge ... Chambers Co., defeated $3,561,000 bond ... road and bridge construction. CD 6/23—EN... 7/13.

Tex., Harlingen—**Town**, permanent paving, ... street grading, leveling, etc., 60 blocks or ... more. $100,000.

Utah, Logan—**Logan City Corp.**, 100 N. ... Main St., concrete curb and gutter, con... crete sidewalks, $28,304. Plans 25% com... pleted grading and asphalt surfacing road, ... $50,689. E. U. Moser, Box 87, engr.

Wis., Reedsburg—City, Wm. H. Dierks, ... clk., City Hall, street construction, $40,0... H. G. Armanson, city engr.

★**Wis., Superior**—City, R. E. McKeague, ... clk., City Hall, paving streets, sidewalks ... and curb-gutters, $500,000.

EARTHWORK, WATERWAYS

†**Conn., Winsted**—U. S. Eng., 419 Indus... trial Trust Bldg., Providence, R. I., flood ... control Mad River preventing overflow of ... flooding Lake St. to Case Ave. $125,000.

★**Illinois**—State Dpt. Conservation, Spring... field, preliminary survey conservation pro... gram in lakes in Adams Co., $137,000; Alex... ander Co., $124,800; Bond Co., $140,8... Boone Co., $124,554; Brown Co., $136,1... Bureau Co., $141,400; Calhoun Co., $150,6... Carroll Co., $65,966; Cass Co., $144,1... Champaign Co., $102,170; Christian Co...

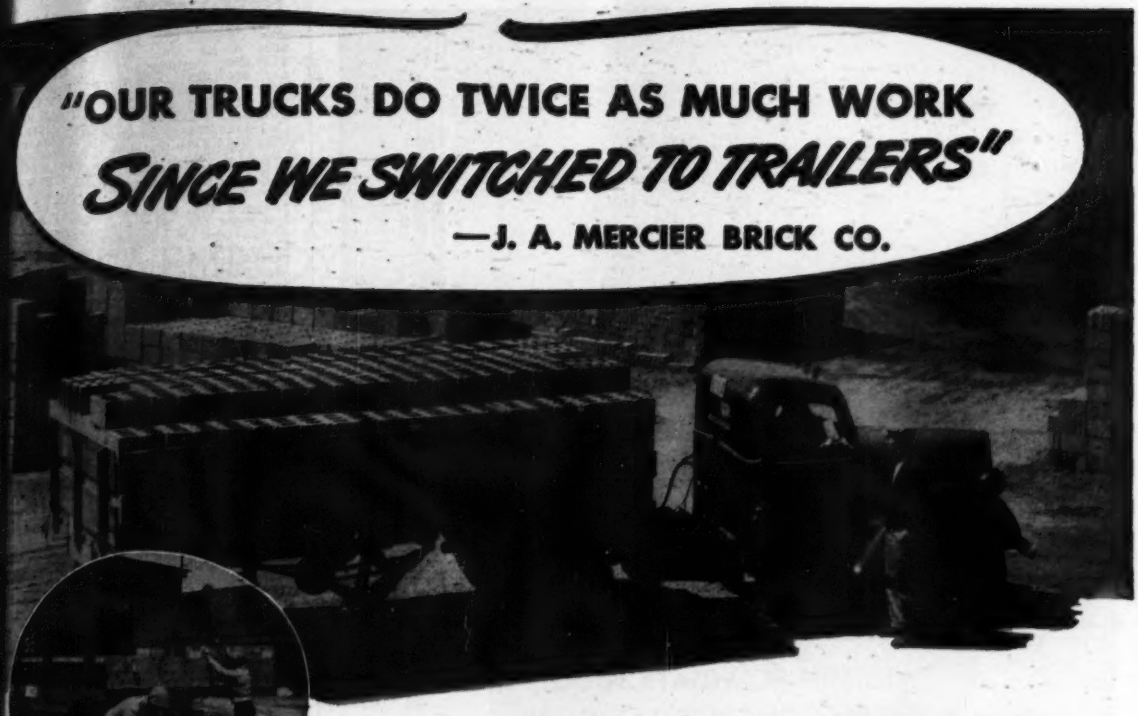
The Rud-o-Matic Combination Magnet Reel and Tagline is a radical departure from the usual reel, something which is brand new and which no one else can offer. It is operated on a string principle for tension. Tagline cable is attached to magnet with sufficient tension to steady, then electric cable is fastened to connections on magnet, leaving same a little slack. As both drums revolve together, electric cable always maintains the degree of slackness originally set. This feature eliminates any possibility of electric cable being pulled apart or jerked loose from the connections, thus insuring a long life for it. Most of the crane manufacturers have adopted Rud-o-Matics as standard equipment.

McCAFFREY-RUDDOCK TAGLINE CORP.
2121 East 25th Street Los Angeles 11, California

TRACTOR & MCHRY. CO. Atlanta, Ga. | A. H. COX & CO. Seattle | FORSYTHE EQUIP. CO. Long Island City, N. Y. | COMLEY EQUIP. CO. Philadelphia, Pa. | W. E. PHILLIPS Detroit, Mich. | L. L. HANSON Chicago, Ill. | OWEN BUCKET CO., LTD Berkeley, Calif.

"OUR TRUCKS DO TWICE AS MUCH WORK SINCE WE SWITCHED TO TRAILERS"

—J. A. MERCIER BRICK CO.



THIS EXPERIENCED USER EXPLAINS HOW FRUEHAUF TRAILERS CUT DELIVERY COSTS

"Before we switched to Trailers for delivering brick and concrete blocks, our trucks were often tied up in the yards for loading until 10:00 or 11:00 o'clock in the morning.

"Actually, about half of each truck-and-driver's working hours were eaten up in loading time . . . because the trucks had to stand idle . . . and the best we could get was 2 to 3 round-trips a day with each truck.

"Here are the advantages we have found with the Trailers:

- "Our trucks now do twice as much work as they did before. They average 5 round-trips a day on deliveries up to 25 miles away . . . often make as many as 6 deliveries daily. That's because each truck leaves early in the morning with a Trailer that has been loaded the previous afternoon. While the truck is gone, another Trailer is being loaded. As soon as the truck returns, it "drops" the empty Trailer, couples up to a loaded one and starts off on another delivery.
- "Besides making more trips, the Trailers carry bigger loads. The trucks carried 3,000 bricks or 300 8-inch blocks . . . The Trailers haul 6,000 bricks or 600 blocks . . . yet these double loads are pulled by the same trucks as before. All we did was take the platform off the trucks and shorten the wheelbase.
- "Here's another point. Most of our deliveries are off the road, and we find that the shorter wheelbase truck pulling a Trailer gets through muddy stretches where trucks alone wouldn't budge.

"Everybody is pleased with the Trailers — our customers get better service — our drivers make more money since they are paid for the trips they make — and we're saving money by making more deliveries with only half as many trucks. As a matter of fact, the Trailers have worked out so well for us that we are planning to convert the remaining trucks in our fleet into truck-tractors, and switch our entire operation to Trailers, as soon as the war is over."

Whether you operate one or two trucks or a large fleet, it's likely that Trailers will fit into your operation, too, and save money for you. Why not call in a Fruehauf transportation engineer today and let him go over your delivery set-up with you? There is no cost or obligation for this service and it may mean a big saving.

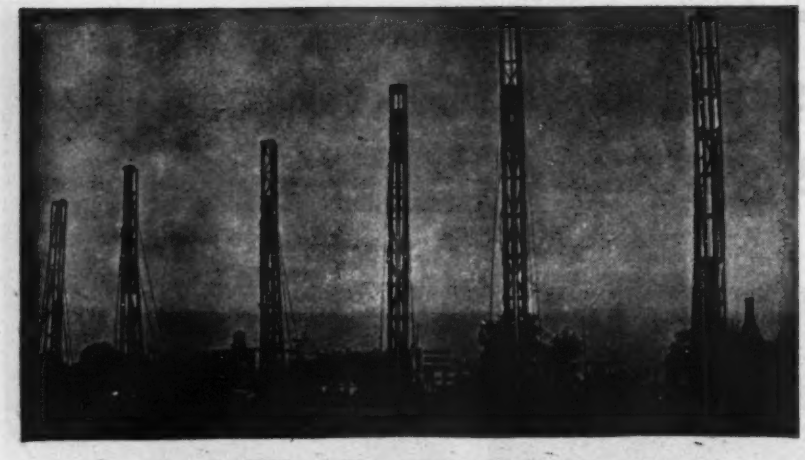
World's Largest Builders of Truck-Trailers

FRUEHAUF TRAILER COMPANY

DETROIT

Service in Principal Cities

FRUEHAUF TRAILERS "ENGINEERED TRANSPORTATION"



WESTERN

WESTERN FOUNDATION CO.
WESTERN CONCRETE PILE CORP.
DRILLED-IN CAISSON CORP.

308 W. WASHINGTON ST. CHICAGO, ILL.
155 EAST 42ND ST. NEW YORK, N. Y.

ERIE BUCKETS

• Erie builds all types of buckets in various capacities and weights to meet the job and operating conditions. Choose the correct bucket for the job and you get maximum speed and output. Write for broadside on the complete Erie line of buckets.

THE COMPLETE LINE

ERIE STEEL CONSTRUCTION CO.
ERIE, PENNSYLVANIA
Aggre Meters • Buckets • Concrete Plants • Traveling Cranes

POSTWAR PROJECTS (Cont'd.)

$160,870; Clark Co., $164,040; Clay Co., ... 900; Clinton Co., $130,090; Coles Co., ... 560; Cook Co., $186,750; Crawford ... $154,680; Cumberland Co., $165,620; ... Co., $151,220; DeWitt Co., $160,430; ... Co., $138,360; DuPage Co., $151,360; ... Co., $154,580; Edwards Co., $141,840; ... ham Co., $155,300; Fayette Co. $80,000; ... Co., $123,720; Franklin Co., $108,560; ... Co., $114,850; Gallatin Co., $106,160; ... Co., $132,500; Grundy Co., $138,620; ... Co., $147,300; Hancock Co., $158,170; ... Co., $141,810; Henderson Co., $135,570; ... dry Co., $134,140; Iroquois Co., $... Jackson Co., $139,380; Jasper Co., $... Jefferson Co., $127,870; Jersey Co. $... Jo Daviess Co., $135,670; Johnson Co., $... 670; Kane Co., $160,720; Kankakee ... $150,614; Kendall Co., $162,920; Knox ... $154,900; Lake Co., $137,480; La Salle ... $145,010; Lawrence Co., $147,260; Lee ... $130,520; Livington Co., $128,340; Logan ... $135,960; McDonough Co., $127,630; McHenry ... Co., $142,280; McLean Co., $153,980; ... Co., $132,430; Mecoupin Co., $111,650; ... son Co., $142,800; Marion Co., $152,360; ... shall Co., $148,030; Mason Co., $... Massac Co., $132,770; Menard Co., $... Mercer Co., $145,162; Monroe Co., $... Montgomery Co., $151,640; Morgan Co., $... 410; Moultrie Co., $148,120; Ogle ... $135,750; Peoria Co., $189,070; Perry ... $167,940; Platt Co., $167,390; Pike ... $149,760; Pope Co., $164,362; Pulaski ... $212,300; Putman Co., $147,470; Randolph ... Co., $140,050; Richland Co., $131,600; ... Island Co., $143,410; St. Clair Co., $... Saline Co., $112,170; Sangamon Co., $... Schuyler Co., $143,780; Scott Co., $... Shelby Co., $129,770; Stark Co., $... Stephenson Co., $121,440; Tazewell ... $128,370; Union Co., $150,160; Vermilion ... $148,080; Wabash Co., $140,540; Warren ... $143,780; Washington Co., $135,840; ... Co., $140,930; White Co., $142,660; ... Co., $142,390; Will Co., $111,360; ... Co., $140,970; Winnebago Co., $92,900; ... ford Co., $146,280. Not approved by ... Planning Comn.

Ill., East St. Louis—East Side Levee ... Sanitary Dist., B. O. Cooper, pres., ... Missouri Ave., diversion channel for ... moval storm water from outer State ... area and removing flood menace in Wash... ton and Lake Park areas. $370,000.

★ **North Carolina and Virginia**—U. S. ... 21 St. and Virginia Ave. N.W., W... 25, D. C., development Yadkin-Pee Dee ... Basin, reservoir at Wilkesboro, Wilkes ... N. C., total cost, $105,840,000; 11 flood ... trol projects on Roanoke River in ea... part of North Carolina, incl. reservoir ... Bugg Island and Philpott, Va., total ... $124,000,000.

O., Sandusky—City, jetty paving and ... pairs. $31,000. Land rights not cle... and financing not yet provided for. ... Smith, city engr.

Utah, Logan—Logan City Corp., 10... Main St., Logan, line irrigation canals ... concrete to stop infiltration of water ... sewer lines. $91,050. E. U. Moser, Bo... engr.

PUBLIC BUILDINGS

★ **Calif., San Bernardino**—City School ... San Bernardino, plans by Marsh, S... & Powell, 816 W. 5 St., Los Angeles, sch... W. L. Culver, Anderson Bldg., assoc. a... $500,000. CD 8/2.

Conn., Ansonia—City, Bd. Educ., ... Hall, plans by Brown & Von Beren, Inc., ... Sherman Ave., New Haven, brick, steel ... school, Prospect St. $300,000.

Conn., Newtown—Bd. Selectmen, T... Hall, plans by Brown & Von Beren, ... 295 Sherman Ave., New Haven, 1 s... bsmnt., brick, steel school. $150,000.

Conn., Westport—Town, W. A. Kr... clk., Town Hall, brick, stone municipal b... over $150,000.

Ill., Bloomington—State Militia, 2... Chicago Ave., Chicago, sketch plans un... way by C. Herrick Hammond, state ar... Armory Bldg., Springfield, new armory ... Main St., across from Highland Park ... Course, 4 land acres available. $350,0...

Ind., Crawfordsville—City, extens., ... to equip. municipal power plant, $150,0... more. L. B. Clurg, city engr.

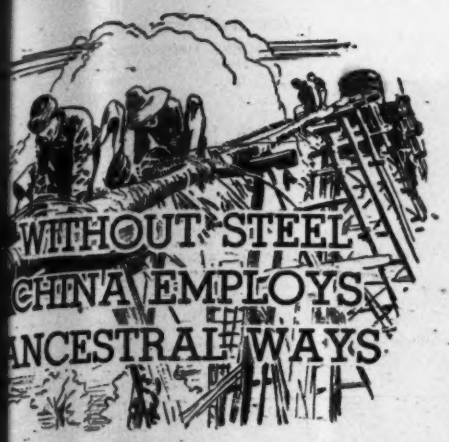
Ind., Decatur—Bd. P. Wks., J. B. S... mayor, chn., V. Aurand, secy., City ... municipal power plant improvs., new 7,5... 10,000 k.w. generators, new boilers, sw... board, $250,000. Financing not yet pro... for. R. E. Roop, City Hall, city engr.

Mass., Boston—Commonwealth of Ma... chusetts, Supt. Bldg., State House, Bo... plans by C. R. Greco, 11 Beacon St., ... State House, FG 2. $350,000.

Mass., Quincy—City, brick, steel bldg., ... health clinics, etc. $150,000.

Mass., New Bedford—City Supt. P. Bl... City Hall, brick, steel vocational sc... addns. $150,000.

Mass., Westboro—Commonwealth of M... sachusetts, Dpt. Mental Health, 100 Ne... St., Boston, alterations, imprvs. power ho... PM 36, State Hospital, $300,000. St... Warrington, 211 Congress St., Boston, ... sult. engr.



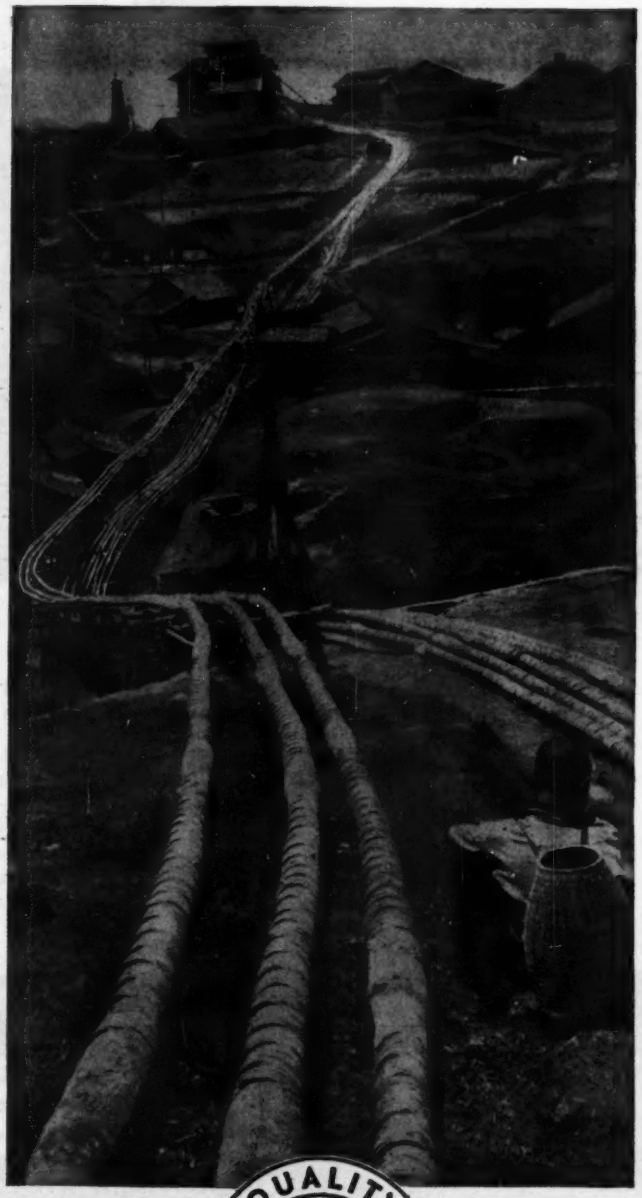
WITHOUT STEEL CHINA EMPLOYS ANCESTRAL WAYS

THIS picture might have been centuries ago. It shows a bamboo ine, carrying brine from 2,600 year lt mines to a refinery in the heart of rn China. Here in Tse Liu Ching, wan province, steel pipe is not avail- and the Generalissimo's engineers use primitive bamboo pipe as a war- ubstitute.

course the bamboo pipe splits, is by insects, deteriorates with age and Every day coolies must repair it, by ping the lines with bamboo strips. are countless sizes of bamboo pipe, fferent (and none of them big enough). the technique of making permanent -tight joints is unknown.

this bamboo pipe points to what we erica seldom realize..the importance el. Low-cost durable steel pipe, for ple, is a priceless ingredient of our zation. Without it we could not have ure water supplies, or our sanitary ns. Our railroads, factories, oil fields ower plants could not exist without rn steel pipe.

l is America's No. 1 basic industry. hole structure of American life--with security, convenience and comfort-- ds upon the steel and steel products hich Youngstown is a leading facturer.



QUALITY TRADE MARK YOUNGSTOWN SERVICE

YOUNGSTOWN

THE YOUNGSTOWN SHEET AND TUBE COMPANY

YOUNGSTOWN, OHIO

Manufacturers of

CARBON · ALLOY AND YOLOY STEELS

Ask your distributor for Youngstown

Pipe and Tubular Products - Sheets - Plates - Conduit - Bars - Electrolytic Tin Plate - Coke Tin Plate - Rods - Wire - Nails - Tie Plates and Spikes - Alloy and Yoloy Steels

• A Griffin Wellpoint Job •

Predraining **DENSE** Soil is **EASY** for **GRIFFIN**

Water level was lowered from the surface a total of 17 feet by Griffin in this job. Note the way the banks were cut to stand on a steep slope—that means dense stuff, hard to get the water out—if you don't use Griffin Equipment. And so dry was the job that they needed no additional Wellpoints to dewater an excavation 75 feet from the above. Results count — why say more?

FOR SALE OR FOR RENT

MID-WEST

GRIFFIN EQUIPMENT CO., INC.
548 Indiana Street • Hammond 1662
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GRIFFIN ENGINEERING CORP.
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JACKSONVILLE, 4, FLA.

MAIN OFFICE: 881 EAST 141st STREET, NEW YORK 54, N. Y.
GRIFFIN WELLPOINT CORPORATION

POSTWAR PROJECTS (Cont'd.)

★**Mich., Detroit**—Wayne Co., in conjunction with City of Detroit, $7,000,000 erection Nov. 7, combined county and office bldg., G. R. Thompson, City Hall, troit, city engr., and L. C. Smith, 3800 Bar Tower, co. road engr.

Mich., Detroit—Wayne Co. Training Sch plans completed alterations, addns. for re vating Training School Plant. $46 L. C. Smith, 3800 Barium Tower, co. engr.

Mich., Detroit—Dpt. Health, 3919 John Detroit, plans completed heating and water extens., in Annex, Children H $47,000. Geo. R. Thompson, city engr.

Mich., Detroit—Dpt. Parks & Recreat 735 Randolph St., plans completed 40x55 ft. brick, concrete refectory b $100,000; brick, steel, rein.-con. Lasky reational Center gymnasium and auditori $150,000. Geo. R. Thompson, city engr.

Mich., Detroit—Dpt. P. Welfare, 17 Jefferson Ave., plans completed Ea Market, addn. to service bldg., $1 Western Market, addn. to service bldg., 000; Chene-Ferry Market comfort sta $15,300; Eastern and Western market sh $125,000. G. R. Thompson, City Hall, engr. CD 3/30—ENR 4/1.

Mich., Detroit—Detroit Zoological Comn., 8450 Ten Mile Rd., Royal Oak, p completed brick, steel, stone, concrete missary bldg., on Belle Isle, $80,000. R. Thompson, City Hall, city engr.

Mich., Royal Oak—City, E. Shafter, mgr., City Hall, plans completed by C. Ditchy, 705 Lincoln Bldg., Detroit, 1 st rein.con., brick, steel bldg., for garage, pair shop, meter storage and shops for ious activities of Dpt. P. Wks. $100,000. 2/17—ENR 3/9.

Minn., Red Wing—City, Bd. Educ., L Harbo, supt., high school addn., incl. nasium, auditorium. Over $200,000 official).

★**Mo., Allenton**—Academy of Science o Louis, W. D. Shipton, secy., Washin University, Skinker and Lindell Bl Zone 5, St. Louis, preliminary sket made by J. D. Murphy, and K. Sch c/o Washington University, Skinker Lindell Blvds., Zone 5, St. Louis, rein.-c brick, structural steel, etc. vivarium life conservation center or museum) on overlooking Rockwoods Reservation, here. $750,000.

Mo., Maplewood (br. St. Louis, 17)— J. Usher, city clk., 7483 Manchester new city hall, $175,000.

★**Mo., St. Louis**—City, c/o M. M. Kin pres., Bd. P. Service, 304 City Hall and Market Sts., Zone 3, voted $25 bonds remodeling, Art Museum, in Fo Park; $950,000 bonds construct., reconstr hospitals and institutions. $2,400,000 a able from previous bond issues; $8 voted for 11 new fire engine stations remodeling 5 existing bldgs. CD 6 ENR 7/13.

Mo., University City (br. St. Louis, City, W. A. Heimbuecher, city engr., Hall, University City, St. Louis, Zon 6801 Delmar Blvd., war memorial comm bldg. $200,000.

★**N. J., Jersey City**—Hudson Co., C house, plans by J. T. Rowland, 30 Jou Sq., service and power plant bldg., at cal Center. $1,000,000.

N. Y., Batavia—Bd. Educ., H. E. rower, in charge, brick, steel, concrete school, State Park Dist. Over $400,000.

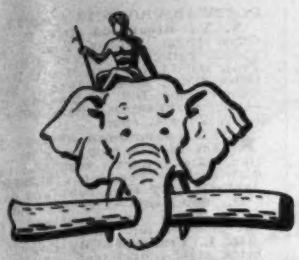
N. Y., Bedford Hills—Dept. P. Wks., Office Bldg., Albany, plans underwa Thompson, Holmes & Converse, Inc., 1 39 St., New York, Zone 16, COR-2, indu bldg. at Westfield State Farm for Correction, State Office Bldg., Albany, 000. CD 6/21—ENR 7/13.

Write for One of These Books

Eichleay service includes steel erection, moving structures, foundations for heavy machines, installing machinery, relocating industrial units, and related projects. Frequently while foundations are being constructed machinery is erected and then moved to location, thus saving much "down time."

Two New Books
1. Installed by Eichleay
2. Moved by Eichleay

EICHLEAY, 33 S. 19th Street, Pittsburgh 3, Pa.



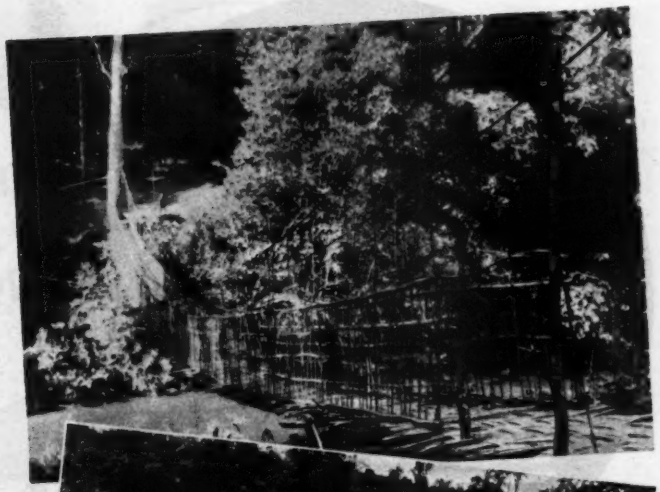
INDIAN TRAIL TO TOKYO

Rugged OSGOODS and Native Labor Help Army Engineers Blaze Vital Chinese Supply Line Through Burma.

S. Army supply lines are inching their way
ross the dense jungles of northern Burma
ong a route known as the Ledo Road. The
timate terminus for which our engineers are
hting and sweating, digging and building is
. . Tokyo.

elping to clear the way and move the dirt
ong this virgin trail are husky, mobile
SGOOD Shovels. It's a tough job; as tough
test as you'll find for ingenious men and
achines. That OSGOOD'S measure up — here
well as in battle areas all over the map —
a good thing to remember.

or someday your money, now invested in War
onds will be buying new equipment, and when
at day comes OSGOOD power, maneuver-
ility and durability will be ready to deliver
e proven performance you want!



U. S. Army Signal Corps and OWI Photos.

Ledo Road to China—through tangled jungle, over innumerable rivers, streams and chasms, and blasted out of tree-covered hillsides—will in due time carry Allied supplies for the storming of Tokyo.

THE GENERAL EXCAVATOR COMPANY
CRANES, DRAGLINES AND SHOVELS
DIESEL, GAS, ELECTRIC

Associated with The General Excavator Company

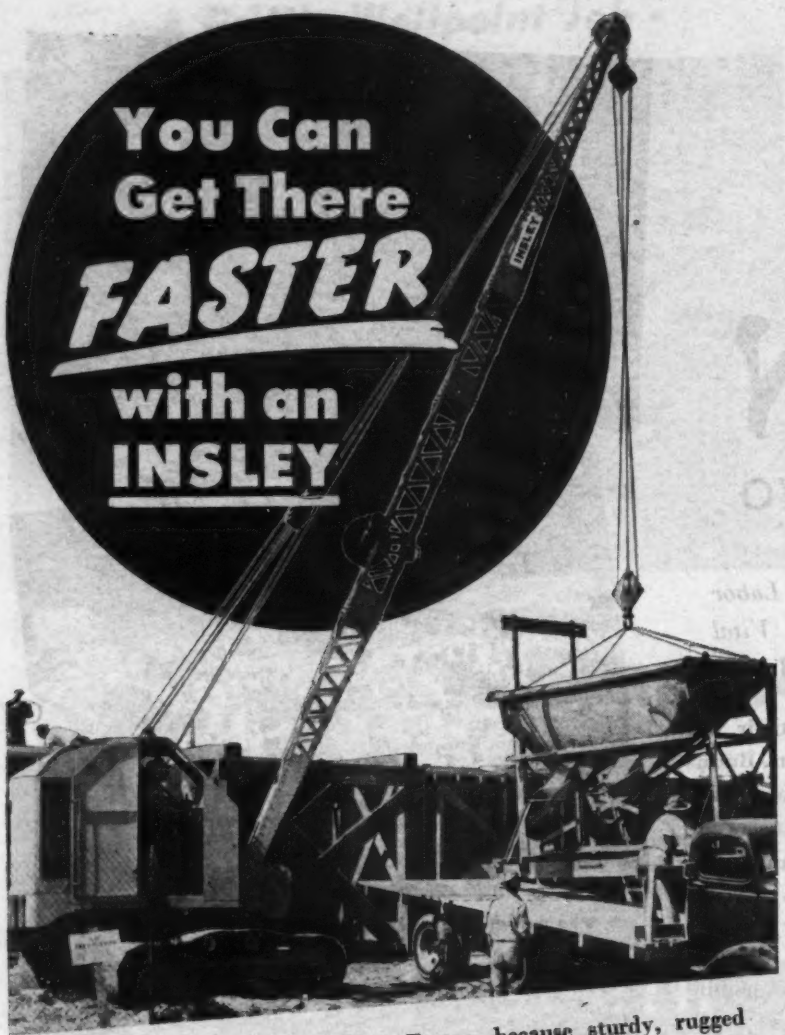
OSGOOD

CRANES-SHOVELS MARION, OHIO U.S.A. OSGOOD GENERAL

THE OSGOOD COMPANY • MARION, OHIO

OSGOOD
SHOVELS, DRAGLINES CRANES
CRAWLER & WHEEL MOUNTS
DIESEL, OIL, GAS, ELECTRIC

You Can Get There FASTER with an INSLEY



Operators who have handled Insley ⅜ and ½-yard excavators have a saying that "you can get there faster with an Insley."

Faster—because Insley's rapid work cycle produces more yardage per hour, per day. Faster—because clean, compact design permits Insley Excavators to work the tight spots. Faster—because Insleys can be moved easily and quickly from job to job.

Faster—because sturdy, rugged construction assures dependable performance with minimum "down-time" for service.

Right now, all of the Insley Excavators we can build are going to our fighting forces all over the world. But after the war, there'll be plenty of new Insleys to handle your toughest dirt moving and material handling jobs—*faster and cheaper.*

EXCAVATORS • CRANES • BUCKETS • CARTS

INSLEY

CONCRETE PLACING EQUIPMENT

INSLEY MANUFACTURING CORPORATION

INDIANAPOLIS 1, INDIANA

POSTWAR PROJECTS (Cont'd.)

N. Y., Brentwood—Dpt. P. Wks., State Office Bldg., Albany, Zone 1, plans completed, garage at Edgewood State Hospital Proj. MH-64, for Dpt. Mental Hygiene, State Office Bldg., Albany, Zone 1. $50,000. Dpt. Construction, Div. Architecture, C. J. Whitcomr. Architecture, State Office Bldg., Albany, Zone 1, engr.

★**N. Y., Jamestown**—City Bd. P. Utilities, Thos. McKee, secy., City Hall, modernization, exten., imprv. municipal power plant, distributing lines, etc. $1,500,000. C. Johnson, City Hall, supt. and engr.

O., Sandusky—City, city bldg. $300,000. Land rights not cleared and financing not yet provided for. R. R. Smith, city engr.

R. I., Cranston—City Council, City Hall, brick steel school incl. athletic and recreation field, Nechanticut Park, over $150,000. CD 10/28—ENR 11/4.

Tex., Fort Worth—E. P. Williams, bus. mgr., Public Schools, plans underway by A. B. Withers, Insurance Bldg., concrete Junior High School bldg., incl. site improv. $250,000.

Utah, Logan—Logan City Corp., 180 N. Main St., plans 50% completed installing new unit in Diesel Power Plant. $198,000. E. U. Moser, Box 87, engr.

★**N. B., St. John**—Dominion Government, Ottawa, Ont., customs and immigration bldgs. $1,500,000. Dpt. P. Wks., Ottawa, Ont., archt.

N. B., St. John—Municipality, residential development. Stanley Ward. $360,000.

Ont., Ottawa—Dominion Govt., Ottawa, bldg. for Privy Council Chambers and offices of Prime Minister, Bank St. near Wellington St. $350,000.

COMMERCIAL BUILDINGS

★**Calif., Sacramento**—Sutter Hospital of Sacramento, 2820 L St., preliminary plans by C. F. Dean, California State Life Bldg., 2 story, rein.-con. hospital bldg., containing 400 beds, at 42 and F Sts. $1,500,000.

Conn., Bridgeport—Bridgeport Brass Co., 30 Grand St., plans by Fletcher Thompson, Inc., 211 State St., 4 story, brick, steel office bldg., housing employment offices, etc. $150,000.

Conn., Fairfield—Fairfield Preparatory School, Fairfield, plans by O. Reagan, Saxe Lane, Westport, 3 addnl. brick bldgs. $150,000.

★**Conn., Hartford**—Hartford Hospital, 80 South Hudson St., plans by Coolidge, Shepley, Bulfinch & Abbott, 1 Court St., Boston, Mass., 16 story, brick, steel hospital bldg. Office of Hollis French, 210 South St., Boston, Mass., consult. engrs. $4,500,000. CD 7/21/43.

Conn., Norwalk—J. Yafjack, 239 East Ave., East Norwalk, 2 story, bsmnt., 95x115 ft., brick, steel theater-business bldg., Gregory Blvd. and East Ave. Owner will construct. $150,000. J. Dahler, Wolfpit Rd., archt. C. 3/23—ENR 4/6.

Ill., Bloomington—State Farm Insurance Co., Bloomington, plans completed by Schaeffer & Hooton, Peoples Bank Bldg., 4 story top addn. to back of present bldg. $250,000.

Mass., Marlboro—Marlboro Hospital, Inc., Union St., plans by Curtin & Riley, 45 Newbury St., Boston, brick, steel hospital, Union St. $150,000.

Mo., St. Louis—St. Louis, Archdiocese of the Catholic Church, c/o Archbishop J. J. Glennon, 4901 Lindell Blvd., Zone 8, rein. con., brick, stone high school bldg., on N. Newstead Ave. between Anderson and Bell Ave. Site purchased. CD 11/15—ENR 12/2.

★**Mo., University City (br. St. Louis)**—Bond Realty Co., c/o Ansell Bros. Circuit, Empress Theatre, 3616 Olive St., St. Louis, Zone 8, 2,000-seating capacity motion picture theatre, apartment bldg. and parking garage on site fronting 350 ft. on south side of Delmar Blvd., in 6600 Block, which will be designed to provide 164x350 ft. landing area of auto-giro planes. $800,000 and more with equip. Site purchased.

★**N. Y., Forest Hills**—65 Yellowstone, Inc., c/o H. I. Feldman, archt., 415 Lexington Ave., New York, Zone 17, plans completed, 6 story, 90x124 ft., apartment house, 65 Ave. and Yellowstone Blvd., $250,000; apartment house 102 St., $250,000.

★**N. Y., New York**—Andros Realty Corp., 8-10 Bridge St., Zone 4, plans completed by Boak & Raad, 10 E. 43 St., Zone 17, apartment house, 6 Ave. from 56 to 57 Sts. $1,200,000.

★**N. Y., New York**—Cortlandt & Dey St. Corp., c/o City Bank Farmers Trust Co., 22 William St., Zone 5, plans completed by Eggers & Higgins, 542 5 Ave., Zone 19, 6 story office bldg., 14-22 Cortlandt St., running through to 9-17 Dey St. $5,000,000.

★**N. Y., New York**—Estate of R. W. Goelet, 18 E. 47 St., Zone 17, plans completed by Walker & Gillette, 599 Madison Ave., Zone 22, 10 story department store bldg., 57th-Park Ave. $2,722,700.

★**N. Y., New York**—44 Beaver St. Corp., c/o City Bank Farmers Trust Co., 22 William St., Zone 5, plans completed by Eggers & Higgins, 542 5 Ave., Zone 19, 8 story office bldg. with penthouse, 23-25 Beaver St., running through to 8-25 William St. $3,531,000.

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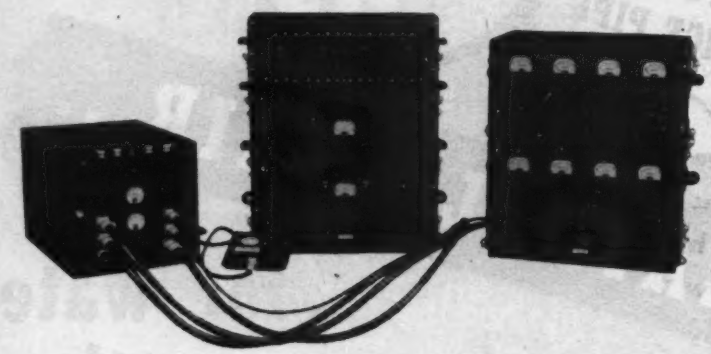

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POSTWAR PROJECTS (Cont'd.)

★**N. Y., New York**—1407 Bway. Corp., L. W. Abrons, pres., 285 Madison Ave., Zone 17, plans completed by E. Jacques Kahn & R. Allen Jacobs, 2 Park Ave., Zone 16, 37 story office and showroom bldg., Bway. from 38 to 39 Sts. $5,000,000.

★**N. Y., New York**—250 Madison Ave. Corp., c/o City Bank Farmers Trust Co., 22 William St., Zone 5, plans completed by Eggers & Higgins, 542 Fifth Ave., Zone 19, 35 story office bldg., 640-50 Madison Ave., between 59 and 60 Sts. $3,000,000.

★**N. Y., New York**—Sixth Ave. & 44 St. Corp., c/o City Bank Farmers Trust Co., 22 William St., Zone 5, plans completed by Eggers & Higgins, 542 5 Ave., Zone 19, 6 story store, loft and office bldg., 6 Ave. between 43 and 44 Sts. $9,375,000.

★**N. Y., New York**—Village Constr. Corp., J. Perlbinder, pres., 19 W. 44 St., Zone 18, plans completed by H. I. Feldman, 41 Lexington Ave., Zone 17, two 12 story, pent house apartment bldgs., 27-39 E. 35 St., and 28-36 E. 36 St. $700,000 each.

★**N. Y., New York**—300 E. 57 St., Inc., 1 W. 44 St., Zone 18, plans completed by Emery Roth & Sons, 18 E. 48 St., Zone 17, apartment house, 2 Ave. and 57 St. $700,000.

★**O., Cincinnati**—Jewish Hospital, Burnet Ave., plans underway by Schmidt, Garden & Erickson, 104 S. Michigan Blvd., Chicago, Ill., brick, stone, rein.-con., steel hospital addn., remodeling. $800,000.

O., Cleveland—Park School of the Cleveland Jewish Center, c/o L. Ratner, 17902 St. Clair Ave., brick, steel, concrete temple, $250,000. Site not selected and financing not yet provided for.

★**Pa., Phila.**—W. T. Grant Co., 1010 Market St., plans underway store and office, 9 and Market Sts. $3,500,000. Site purchased.

★**Tenn., Memphis**—J. B. Goodwin, Commerce Title Bldg., Memphis, sub-divide of 114 homes, McLean, Vollintine, Evergreen and Brown Sts., $8,000 to $12,000 each; 3 homes, Union and Poplar Sts., $6,000–$8,000 each. Property purchased.

Tenn., Nashville—McKendree Methodist Church Congregation, 523 Church St., c/o Dr. K. Vivion, pastor, 3950 Wordin Ave., church auditorium and classrooms. $350,000.

★**Tex., Dallas**—Owner, c/o Hudson & Hudson, **Praetorian Bldg., plans 6% completed** by Grayson Gill, Great National Life Bldg., 26 story, 650 room hotel bldg. $8,250,000.

Tex., Houston—E. Middleton, Galena Park, Houston, purchased site community center, 2000 Blk. Clinton Dr. $150,000.

Wis., Racine—Lincoln Hospital, 2015 Prospect St., brick, rein.-con. hospital addn., remodeling, new power plant and elevator, $150,000.

★**Que., Montreal**—Zellers Ltd., 1253 McGill College Ave., plans 2 stores, one St. Catharine St. W. between McGill College Ave. and Victoria St.; and other on St. Catharine St. E. near Amherst St. $1,400,000.

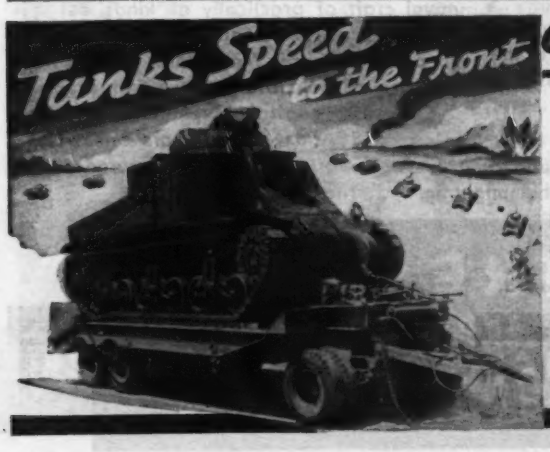
INDUSTRIAL BUILDINGS

★**Calif., San Jose**—PLANT—General Electric Co., 235 Montgomery St., San Francisco, purchased 56 acres land at Monterey Rd. and Stone Ave. for electric transformer mfg. plant, $1,000,000.
plant, $1,000,000.

Conn., Cheshire—FACTORY—Safety Fuse Inc., Willow St., West Cheshire, plans Brown & Von Beren, Inc., 295 Sherman Ave., New Haven, 1 story, 80x125 ft., brick steel factory. $45,000.

Conn., East Hartford—WAREHOUSE—First National Stores, Inc., Oakland Ave., food warehouse expan., incl. distribution center addns. Over $40,000.

Conn., Middletown—FACTORY—Russell Mfg. Co., 88 E. Elm St., plans completed by L. F. Caproni, engr. and archt., 1221 Chapel St., New Haven, 1 story, 100x125 ft., brick steel factory. $50,000.



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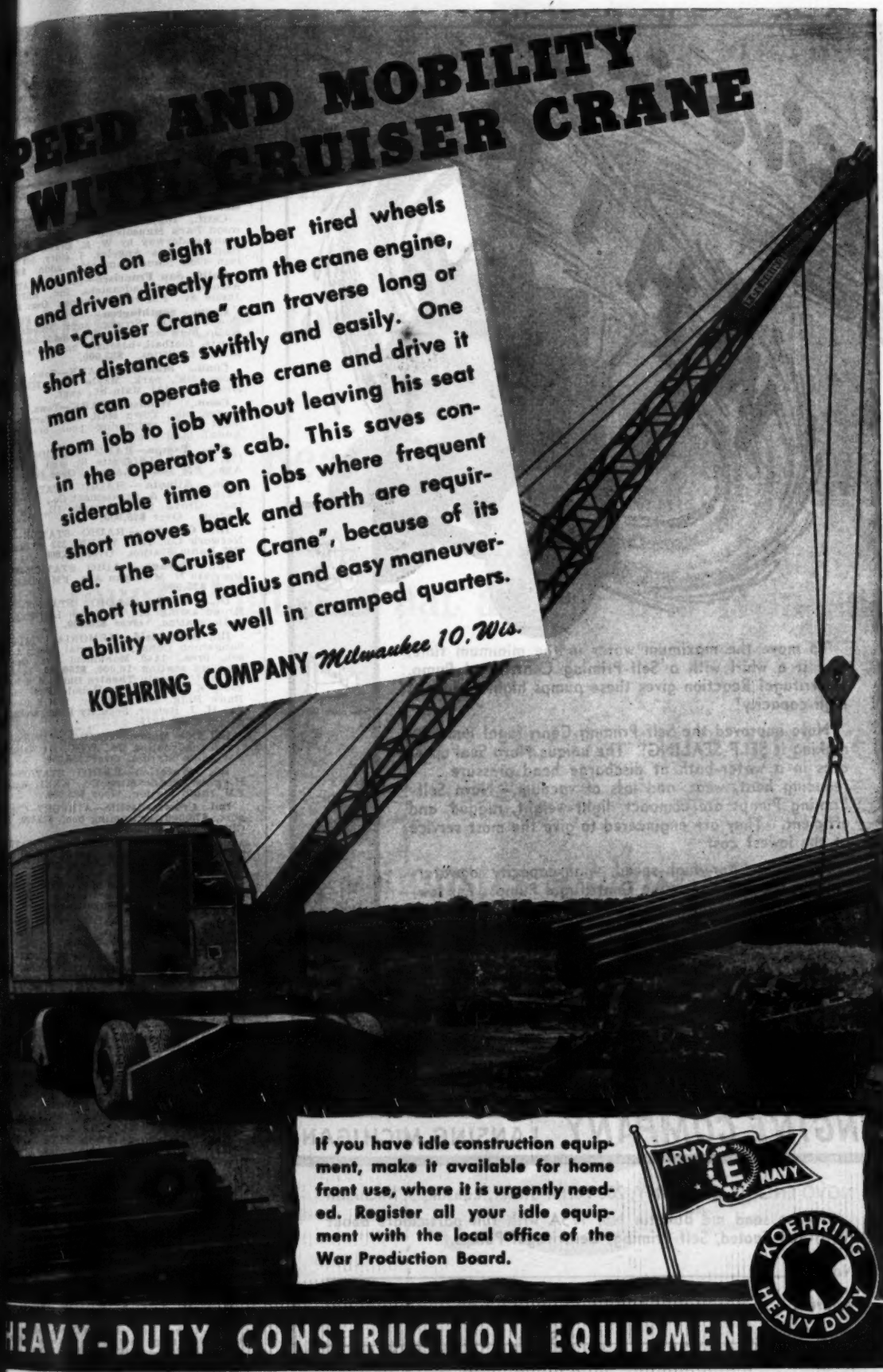
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POSTWAR PROJECTS (Cont'd.)

Tex., Houston—PLANT—Carnation 303 D'Amico St., purchased site, large expan. program. $150,000.

Tex., San Antonio—WAREHOUSE—W Fitzpatrick & W. E. Berkers, 324 McCull St., purchased site, household furnish warehouse, Laurel and N. San Marcos Over $40,000.

Tex., San Antonio—FACTORY, etc. Ross Boles & Co., 222 E. Pacan St., 15% completed 1 story, key mfg. fac and repair shop. Over $40,000.

UNCLASSIFIED

Calif., Inglewood — MAUSOLEUM—In wood Park Mausoleum Co., Inglewood P plans underway by W. E. Erkes, 175 N. troit St., Los Angeles, 1 story, 80x156 rein.-con. mausoleum bldg. addn. $300,

Calif., San Francisco—RADIO STATIO Associated Broadcasters, Inc., KSFO, Jessie St., FM radio station. Over $25,

Conn., Southington — SPORTS FIELD Town, W. H. Strong, supt. Schools, T Hall, high school sports field, incl. tr sports, football, baseball, hockey, tennis soccer facilities. $35,000.

Conn., Stamford—PARK—Town, G. Close, clk., park, Maple Ave. $25,000. Bromfield, 137 Main St., engr.

Conn., Windsor—PARK—Town, L. Hayes, clk., Town Hall, Sage Park deve ment incl. swimming pool, over $25, Addnl. land acquired.

Fla., Tampa—RADIO STATION—Trib Co., WFLA, Lafayette St. and Hyde P Ave., FM radio station. Over $25,000.

Ga., Atlanta — RADIO STATION—C Park Realty & Amusement Co., 7340 S. C tage Grove St., Chicago, Ill., FM ra station. Over $25,000.

Ill., Chicago — RADIO STATION—B Network Co., Inc., WERN, 222 B. Bank FM Radio Station. Over $25,000.

Ill., Chicago—RADIO STATION—WJ Inc., 230 N. Michigan Ave., FM radio stati Over $25,000.

Ill., Peoria—RADIO STATION—Pe Broadcasting Co., Alliance Life Bldg., radio station. Over $25,000.

Ill., Springfield—MEMORIAL STADIUM Sangamon County Memorial Assoc., A. L son, pres., 1440 Monument Ave., memo stadium seating 10,000, $250,000. Bullard Bullard, Lincoln Theatre Bldg., M. S. Hal 205½ S. 6 St., H. R. Helmle, First Natio Bank Bldg., C. T. Meyer, 1924 S. Glenw St., H. J. Reiger, Security Bldg., archts. 12/1—ENR 12/9.

Ia., Des Moines—RADIO STATION—C tral Broadcasting Co., WHO, 914 Walnut FM radio station. Over $25,000.

Ia., Waterloo—RADIO STATION—J Higgins Broadcasting Co., KXEL, Waterl FM radio station. Over $25,000.

Ind., Crawfordsville—AIRPORT—City, port, $75,000; swimming pool, $75,000. L Ciurg, city engr.

Ind., Muncie—RAILWAY RELOCATION Cleveland, Cincinnati, Chicago & St. Lo Ry., F. J. Jerome, LaSalle St. Station, C cago, Ill., removing railway track from Ma son St., and main line of road to Fort Wa changing route over another division point east of city. $60,000 or more.

Ky., Ashland—RADIO STATION—A land Broadcasting Co., WCMI, Ashland, radio station. Over $25,000.

Ky., Louisville—RADIO STATION—Co ier-Journal and Louisville Times, 300 W Liberty St., FM radio station. Over $25,

Md., Baltimore — BROADCASTING ST TION—Maryland Broadcasting Co., WITH E. Lexington St., FM broadcasting stati Over $25,000.

Mass., Boston—RADIO STATION—Colu bia Broadcasting Sys., Inc., 183 Trem Ave., FM radio station. Over $25,000.

Mass., Holyoke—FM and TELEVISIO STATION—Hampden-Hampshire Corp., S tion WHYN, Holyoke, FM and televi station, broadcasting facilities, incl. a towers, bldgs., and equipment, Mount To Over $25,000.

Mich., Dearborn—SWIMMING POOL, —City, Municipal Bldg., plans 30% co pleted swimming pool and bathhouse, $1 000. F. R. Storrer, Municipal Bldg., en

★**Mo., Clayton**—AIRPORTS—St. Lo c/o Co. Court, Court House, Clayton, Louis, Zone 5, airports, landing strips, t minals, $1,250,000. R. Jablonsky, Co House, co. engr.

★**Mo., Clayton** — PARK, etc. — St. Lo Co., c/o County Court, Court House, Cl ton, St. Louis, Zone 5, park at Creve Co Lake, other playgrounds and parks, $1,0 000. R. Jablonsky, co. engr.

Mo., Farmington—AIRPORT—City, port. $50,000. B. F. Walther, city engr.

Mo., Maplewood (br., St. Louis, Fl STREET LIGHTING EXTENSIONS, etc. City, J. Usher, city clk., 7462 Manchester Av street lighting facilities, extens. $200,

Mo., Rolla — SWIMMING POOL — C swimming pool and general park impro $30,000. J. F. Kilpatrick, city engr.

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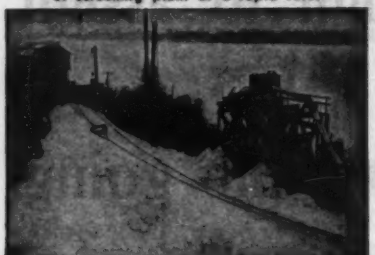

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POSTWAR PROJECTS (Cont'd.)

Mo., St. Louis—RADIO STATION—St. Louis University, WEW, 3642 Lindel Bl., FM radio station. Over $25,000.

N. J., Paterson—RADIO STATION—North Jersey Broadcasting Co., Inc., 7 Church St., FM radio station. Over $25,000.

New York—BEACH IMPROVEMENTS—Dpt. P. Wks., State Office Bldg., Albany, Zone 1, preliminary plans 5% completed, CON-30 development of Westcott Beach for Thousand Island State Park Com., Conservation Dpt., $31,500. Jones, Davis & Associates, 20 Vesey St., New York, Zone 7.

N. Y., Brentwood—TRACK AND TRESTLE SUPERSTRUCTURE—Dpt. P. Wks., State Office Bldg., Albany, Zone 1, plans completed, track and trestle superstructure at Edgewood State Hospital, Proj. MH-45 for Dpt. Mental Hygiene, State Office Bldg., Albany, Zone 1. $67,000. Div. Construction, Div. Architecture, C. J. White, comr. Architecture, State Office Bldg., Albany, Zone 1, engr. CD 1/12—ENR 1/27.

N. Y., Jamestown—PARK EXPANSION—City Dpt. P. Wks., City Hall, expan., exten. recreational park facilities. $75,000. C. J. Strandburg, city engr.

N. Y., Long Island City—PIER, etc.—Dpt. Marine & Aviation, J. McKenzie, comr., Pier A, North River, New York, plans underway, DS-16, reconstruct pier and bldgs., at Nott Ave. Yard. $185,000. State Aid Planning Funds allotted. A. J. Duggan, Sr. civil engr.

New York—COMFORT STATIONS, etc.—Dpt. P. Wks., State Office Bldg., Albany, Zone 1, plans completed CON-21 comfort stations, shelter, sewerage sys., at Beaver Island State Park, for Niagara Frontier State Park Comn., Conservation Dpt., $27,000. Fretts, Tallamy, Senior & Forrestel, 5488 Main St., Williamsville, archts.

New York—BEACH IMPROVEMENTS—State Dpt. P. Wks., State Office Bldg., Albany, Zone 1, preliminary plans underway CON-32 store and refreshment stand, imprvs. to bathing beach, reconstruction power line at Allegheny State Park, for Allegheny State Park Comn., Conservation Dpt., $30,000. Fretts, Tallamy, Senior & Forrestel, 5488 Main St., Williamsville, archts.

New York—PARK DEVELOPMENT—Dpt. P. Wks., State Office Bldg., Albany, Zone 1, preliminary plans underway CON-79, developing Hook Mt. State Park area, for Palisades State Park Comn., Conservation Dpt., $360,000. Amman & Combs, 681 Fifth Ave., New York, Zone 22, consult. engrs.

N. Y., New York—DEMONSTRATION AREA—Dpt. P. Wks., State Office Bldg., Albany, Zone 1, preliminary plans underway by Harrison, Fouilhoux & Abramovitz, 61 Rockefeller Plaza, Zone 20, and A. Embury II, 150 E. 61 St., Zone 21, demonstration area, Bronx Zoo, for Conservation Dpt., Cen. 34, $225,000.

N. Y., New York—RADIO STATION—Delta Memorial Radio Fund, Inc., WEVD, 117 W. 46 St., Zone 19, FM radio station. Over $25,000.

★**O., Cincinnati** — AMUSEMENT PARK—Coney Island, Inc., 529 Walnut St., plans underway imprv. amusement park, new bldgs., bathhouse, roller coaster, etc. $1,000,000. P. G. Hill, 529 Walnut St., archt.

O., Columbus—SWIMMING POOLS—City, constructing 5 swimming pools, $50,000 to $90,000 each. P. W. Maetzel, City Hall, city engr. CD 2/19/43—ENR 3/4/43.

★**O., Elyria** — AIRPORT — Lorain Co., Elyria, $600,000 bond election in November, airport. $1,500,000. Financing not yet provided for.

O., Sandusky — CEMETERY IMPROVEMENTS—City, grading, drainage, water lines, landscaping, etc., for cemetery adds. $40,000. Financing not yet provided for. R. R. Smith, city engr.

★**S. C., Charleston**—PARKS—City, parks, recreation facilities, $601,000. B. M. Thomson, City Hall, city engr.

Tex., Harlingen — AIRPORT — Town, airport. $100,000.

Utah, Logan — AIRPORT BLDG. — Logan City and Cache Co., 180 N. Main St., administration bldg., landscape grounds, grade and asphalt surface area between and in front of hangars, reshape, roll existing gutters, construct addnl. drain lines at Logan-Cache Airport. $60,000. E. U. Moser, Box 87, engr.

Utah, Logan—POWER LINES, etc.—Logan City Corp., 180 N. Main St., altering, exten. power lines, installing stream measuring devices, replacing meters, exten. White Way. $41,194; removing power and light poles from streets and place in interior of blocks. $100,000. E. U. Moser, Box 87, engr.

Wis., Reedsburg—PARK IMPROVEMENTS—City, Wm. H. Dierkin, clk., park imprvs., swimming pool, field house, parking area, landscaping, roads, stadium. $129,150. H. C. Amunson, city engr.

Wis., Superior—PARK DEVELOPMENT, etc.—City, R. E. McKeague, clk., City Hall, plans underway park development $140,000; airport, $25,000.

★**N. B., St. John**—Dominion Government, Ottawa, Ont., reconstructing Long Wharf, $3,000,000; reconstructing McLeod and Pettingel Wharves, $1,500,000. Dpt. P. Wks., Ottawa, Ont., engr.

CONSTRUCTION REPORTS

Compiled by Business News Department—Engineering News-Record, 330 W. 42nd St., New York 18, N. Y.

ELSIE EAVES, Manager *SCOTT McLEOD, Statistics* *J. A. MAHONEY, Reports*

(Daily service also available—Write for details)

WATER SUPPLY

POSED WORK

, Mobile — City, water distr. sys. 107,570 ft. 6 to 16 in. pipe and 6,000 ft. 2 and 4 in. domestic sup- lines, etc. Ala. 1-288-N. $354,500 **FWA.**

, Sayre—Public Housing Auth., NHA. Savings Bank Bldg., Peachtree and Sts., Atlanta, 2, Ga., 1,626 ft. 8 in. and approx. 1,271 lin. ft. 8 in. outfall line, incl. manholes and necessary ...ances, Ala. 1-287-F. Est. $6,857.

, Burbank—City, installing 25,000 ft. to 24 in. c.i. pipe. Spec. 315. Calif. -F (non-Federal). $35,000. Public Serv- Dpt., City Hall, engr.

, Hogansville—City, J. R. Hines, mayor, ted bids July 31st imprv. pump. sta. and filtration plant. Project postponed. 1—ENR 8/10, under LB.

, Chicago—City, Dpt. Pub. Wks., re- ted bids July 10, superstructures of bldg. and administration bldg., of South Filtration Plant, Lake Front, east of Shore Dr. and north of E. 79 St. Will ...rties. CD 7/12—ENR 7/20 under LB.

, Des Plaines—City, 1 gpmc. well and house with pump, equip. and addnl. lift pump. equip., Ill. 11-312-N $70,260.

, Tell City—Bd. Pub. Wks., W. Werner, ...r and clk., 400,000 gal. water storage

, Troy—City, F. X. Bumm, clk., WW $42,000.

, Alliance—City, new watermains. $25,-

, Arlington — Arlington County Bd., ...gton, waterworks sys., 500,000 ga. cap. ...r storage standpipe, installing water- ...s valves etc. Va. 44-416-N. $45,000.

, Portsmouth—Bd. Supervs. Norfolk Portsmouth, 34,200 ft. 2 to 8 in. water- ..., 30 hydrants, valves, etc., Tanners ...k Dist., Va. 44-406-N. $72,900. **FWA.**

, Scottsville—Town, water supply sys., ...l centrifugal pump, 15,000 gal. ele- ...d wooden wash water tank, altering ...r filtration plant, Va. 44-409-N. $11,- **FWA.**

, South Porcupine—Municipality, W. F. ...tt, clk., Porcupine, WW sys. $40,000. ...& Storrie, 1130 Bay St., Toronto, engrs.

, Grondines—Municipality, C. V. La- ...re, clk., concrete reservoir, 6 and 8 in. ...mains, 3,000 ft. concrete piping. $40,000. ...Morrissette, 15 Longval St., Cap de la ...leine, engr.

, Maskinonge—A. Lemire, Maskinonge, ...sys. addn. $30,000.

, St. Prosper—Municipality, A. Gravel, ...concrete reservoir, 8 and 10 in. c.i. ...$50,000. R. Morrissette, 15 Longval Cap de la Madeleine, engr.

, Ste. Genevieve—L'Aqueduc des Lau- ...rides, Ltd., A. Vezina, supt., Ste. Genevi- ...concrete reservoir, 6 and 8 in. c.i. mains. ...00.

ED ASKED

Bids Asked August 29

, Chilton—City, O. A. Horst, clk., 3 ...phouses, reservoirs, remodeling pump. ...McMahon Engrg. Co., 124 Main St., ...sha, engrs. CD 10/20—ENR 10/26.

Bids Asked September 1

, Denton—City, R. B. Neale, secy., ...ing water well. Plans deposit $25.

Bids Asked September 11

, Hartford—Bd. Contract & Supply ...ropolitan Dist., R. Dillon, clk., 650 Main ...reconditioning Nepaug Pipe Line No. 1, ...r. 31 in Burlington, Avon and Farming- ... Plans deposit $5; adv. ENR 8/24.

, North East—Boro, H. Lewis Willert, ...16 and 12 in. water mains. Plans de- ...H. Hill & Hill Engineers, North East, ...

Bids Asked September 18

, Lewisburg—T. L. Cathey, mayor, ...Town Comrs., City Hall, addnl. water ...r facilities, incl. 1 m.g.c.d. filtration ..., river pump. sta., approx. 9 mi. 12 in. ...supply pipe and transmission line. Plans ...sit $35. Wiedeman & Singleton, 1303 ...ens and Southern Bank Bldg., Atlanta, ...engrs.; adv. ENR 8/24.

Symbols and Abbreviations Include:

- ✦ Federal Government
- ★ Project of $500,000 or over
- ENR Engineering News-Record
- CD Engineering News-Record Construction Daily
- A-E-M Architect-Engineer-Management type of contract

Projects—By Size

Construction projects here reported cover the United States and Canada, are of these minimum sizes or larger; water supply, earthwork, waterworks, $15,000; other public works $25,000; industrial buildings, $40,000; other buildings, $150,000.

Classes of Construction

(Named in order of Listing)

Water Supply; Sewers, Waste Disposal; Bridges; Streets & Roads; Earthwork; Waterways; Latin America; Public Buildings; Commercial Buildings; Industrial Buildings; Unclassified

Stages Reported

PROPOSED: (except Streets & Roads); BIDS ASKED (new announcements only. For full calendar, see also preceding issues of ENR);

LOW BIDDERS: On jobs below $500,000 value all low bidder news will be the final reports published on the projects involved except where award is not made to the low bidder. In this case, a supplementary contract award report will be published.

CONTRACTS AWARDED: Except awards to low bidders previously reported in low bidder stage.

Dates shown are of issue in which last previous report was published.

LOW BIDDERS

Calif., Napa—City, Aug. 15, 50 ft. high, gravity section concrete dam from Stanley Koller, 1694 Pomona St., Crockett, **$86,966.** CD 7/28—ENR 8/3.

Calif., Oakland—East Bay Utility Dist., D. Read, secy., 512 16 St., installing watermains in Alameda, LS 316, from M. Murphy, 734 Santa Fe Ave., Albany, **$20,296.**

N. J., Newark—City of Newark, Aug. 15, cleaning, lining 21,000 ft. 48 in. riveted steel pipeline with cement mortar protective coating at Pequannock Aqueduct, Wayne and Great Notch, from J. Nesto & Co., $72 Bway., **$52,200.** CD 8/11.

Tex., Houston—City, M. H. Westerman, secy., drilling, developing and test 6 water wells, in S.W. water well field, from Layne-Texas Co. Box 9095, **$221,330.** Bids 8/9. CD 7/28.

Tex., Houston—City, M. H. Westerman, secy., Aug. 16, furnishing unit substation, part of power contl. equip. for water well pumps and high service pumps at S.W. water well field, from Westinghouse Elec. Co., 1314 Texas Ave., **$52,484*****furnishing, installing 6 motor-driven deep well pumps, from Byron-Jackson Co., 6247 Navigation Blvd., **$28,932*****furnishing underground electric cable for transmitting power and pump. water wells, from Phelps-Dodge Corp., Habirshaw Div., 1611 Wood St., **$17,177.** CD 7/31 and 8/1—ENR 8/3.

Tex., Houston—City, c/o M. H. Westerman, secy., Aug. 16, approx. 9,000 ft. 20 in. c.i. watermain crossing White Oak Bayou, from C. W. George, 1600 Midway St., **$93,686,** using mech. joints. CD 8/10.

CONTRACTS AWARDED

Ala., Glencoe—Town, WW sys., to Murray-Cook Constr. Co., Buena Vista, Ga., **$40,000.** Est. $50,000. Bids 8/10. CD 7/31—ENR 8/3

Ala., Normal—State Agricultural & Mechanical Institute, Normal, addn. watermains, etc., to Sullivan, Long & Hagerty Co., Bessemer, **$15,000.** Polglaze & Basenberg Co., Empire Bldg., Birmingham, engrs.

†Calif., Camp Elliott (San Diego)—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash. 25, D. C., water sys. imprvs., NOY $533, to Shipyard Constr. Co., 2609 Cherry Ave., Long Beach, **$49,996.** CD 7/18 under LB.

Calif., La Verne—Met. Water Dist. of Southern California, 306 W. 3 St., Los Angeles, salt storage basin No. 3 at water softening plant, to Norman I. Fadel, 7101 Radford Ave., North Hollywood, **$19,217.** Bids 8/8.

Conn., Mystic—Mystic Valley Water Co., 129 Water St., water pipeline, underwater, to Elliott & Watrous, Inc., Crest Ave., East Providence, R. I. Est. **$17,000.**

†Md., Hagerstown—At office Mayor, City Hall, brick, concrete, 10 m.g.c.d. booster pump. station, on bank of Potomac River, Md. 18-114 to Dravo Corp., Broad St. Sta. Bldg., Phila., Pa., **$18,579. FWA.** Bids 7/8. —CD 6/20—ENR 6/22.

†S. D., Pierre—U. S. Eng., 1709 Jackson St., Omaha, Neb., pipeline with pump. and storage to complete water supply sys. to W. J. Parker Const. Co., 614 Standard Oil Bldg., Omaha, Neb., **$66,000.**

SEWERS, WASTE DISPOSAL

PROPOSED WORK

†Fla., Jacksonville—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash., 25, D. C., architect-engineering services, by Whitman, Requardt & Assoc., 1304 St. Paul St., Baltimore, Md., sewage tr. and industrial waste disposal facilities, Naval Air Station.

Ind., Anderson—Bd. Pub. Wks., C. D. Rotruck, mayor, making surveys exten. sewage treatment plant and sewerage sys. Greeley & Hansen, 6 N. Michigan Ave., Chicago, Ill., consult. engrs. Herbert L. Gwinnup, city engr.

Md., Baltimore — Sewer Dpt., Municipal Bldg., plans sewage pump. stat. $330,000.

†Nev., Pioche—Lincoln Co., Pioche, approx. 9,940 ft. 6 and 8 in. sewers, 38 manholes, rein.-con. septic tank, etc., Nev. 26-132-F. $50,000. **FWA.**

Ore., Tillamook—City, sewage disposal sys. $78,164.

Tex., Houston—City c/o M. H. Westerman, secy., storm sewers, Lawrence St., West 18 to West 208 Sts.; West 20 St. from N. Shepherd Dr. to Nicholson St.; Nicholson St. from West 19 to West 20 Sts., West 23 St. from N. Shepherd Dr. to Nicholson Sts.; North Shepherd Dr. from West 20 to West 21 Sts. and from West 22 to West 28 Sts. $290,000. Joe. Dannenbaum, city engr.

Wis., Portage—Mrs. Frances Wright, city clk., City Hall, rajected bids July 6, imprv. sewage tr. plant. General Eng. Co., Portage, engr. CD 6/28—ENR 6/22.

Man., Winnipeg—Ratepayer to vote on bonds storm sewers. $5,000,000. Alvord, Burdick & Howson, 20 N. Wacker Dr., Chicago, Ill., consult. engrs. CD 3/24—ENR 4/1.

Ont., Fort Francis—Town, J. W. Walker, clk., sewage treatment plant. $150,000-$200,-000. Gore & Storrie, 1130 Bay St., Toronto, engrs.

BIDS ASKED

Bids Asked August 28

Ont., Toronto—J. T. Stewart, clk., Scarborough Twp., 1660 Kingston Rd., lateral sewers and watermains, various streets. $30,000. E. M. Baird, 1683 Kingston Rd., engr.

Bids Asked August 29

N. Y., Brooklyn—President Brooklyn Boro, Borough Hall, Zone 2, storm and sanitary sewers in Gerritsen Ave., Batcheider St., Aves. R and S, combined sewer and St. grading E. 93 St.

N. Y., Mineola—Bd. Supervs. Nassau Co., Old Court House, alterations, addns. sewage disposal plant, Farmingdale. CD 8/16.

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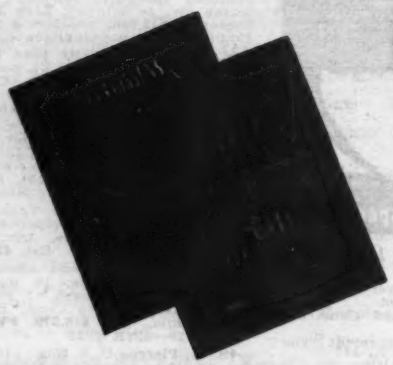

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SEWERS, WASTE DISPOSAL, etc. (Ac'ted, Cont'd)

Bids Asked August 31

Ill., Chicago—Jas. M. Whalen, chn. Sa... Com., 910 S. Michigan Ave., altering ... generating unit No. 1, altering to ... connections and ducts of vapor heate... 1A and 1B, etc., at Southwest ... Treatment Works, "AL", in Stickney ... Sanitary Dist. of Chicago, 910 S. Mi... Ave.

Ill., Chicago—J. M. Whalen, chn. Sa... com., Sanitary Dist. of Chicago, 910 S. M... gan Ave., addnl. sludge lagoons at Cal... Sewage Treatment Works, involving ... ing approx. 11,000 cu. yd. earth forma... placing timber control boxes and vitr. ... pipe, etc., Contr. 44-45 (CL-P). Plans ... posit $10.

Bids Asked September 6

Tex., Austin—City, c/o W. E. Seal... act. mgr., storm sewer, Kinney Ave., ... ginia to Ashby Aves.; rein.-con. cu... across Windsor Rd. at Sharon Lane; ... con. culvert across Chestnut Ave., ... 16 St. J. E. Motheral, City Hall, A... engr.

Bids Asked September 18

Calif., Los Angeles—Bd. Supervs. ... Angeles Co. 53,360 ft. 6 to 10-in. vitr. ... sanitary sewers, Northside Dr., etc., CL ... $150,000. A. Jones, Hall of Records, ... CD 7/17—ENR 7/20.

LOW BIDDERS

Calif., Mojave — Mojave Utility ... Mojave, v.c. pipe sanitary sewer from Ed... Green, 3001 Coolidge Ave., Los An... $60,795. R. E. White, 2617—20 St., Ba... field, engr.

CONTRACTS AWARDED

Conn., Groton—Boro, sanitary sewers ... rious streets, to Fred Onuparik, 501 ... St., New London, $42,530. Bids 8/14. ... 8/11.

Mich., Lansing—Ingham Co., Geo. Gra... drain comr., Township Hall, Gleedale ... 8-33 in vitr. and concrete pipe covered ... for North Branch Holmes Drain, vi... Lansing, to John & Paul Gillimse, Gr... ville, $65,787. Wolverine Eng. Co., M... engrs.

N. Y., Brooklyn — President Brid... Borough, Borough Hall, Zone 2, storm ... sanitary sewers, Avenue R, etc. to Tom... Const. Co. Inc., 1066 60 St., Brooklyn, ... 19, $194,781. Bids 8/3. CD 7/25—ENR ...

B. C., Dawson Creek—Dpt. Trans... Ottawa, Ont., sewerage sys., to Coast Co... Co., Ltd., 510 W. Hastings St., Vancou... $15,000. Bids 8/14. CD 8/2—ENR 8/10.

BRIDGES

BIDS ASKED

Bids Asked August 29

Maryland—State Roads Comn., Baltim... composite timber-concrete bridge on tre... timber piles over Cabin Creek, on Pres... East New Market Rd. Contr. D 111... Dorchester Co.

Ontario—J. D. Miller, deputy minister ... Hys., Toronto, altering, 1¼ mi. approa... to Little Long Lac Bridge, Long Lac. ... Hys., Toronto, engrs.

Bids Asked August 30

Arkansas—J. H. Crain, chn. State ... Dpt., Little Rock, 186 ft. rein.-con. bri... Benton Co.; 0.206 mi. grading, etc. and ... 511 ft. treated timber bridge, Carroll ... 0.145 mi grading, one 382 ft. rein.-c... struct. steel bridge over Little Red R... Cleburne Co. W. W. Mitchell, Little R... engr.

Bids Asked August 31

Ill., Beardstown—City Clerk, City Hall... Hazelet & Erdal, consult. engrs., 53 N. Ja... son Blvd., Chicago, replacing swing spa... existing center pier. Over $100,000. P... deposit $2.

Louisiana—Dpt. Hys., D. Y. Smith, ... Baton Rouge, bridge over Bayou Blac... Gibson, on Morgan City Houma Hy., ... Nos. 5-03-5 and 5-04-06, FA Projects ... 132-B (3) and FAP 132-A (2), Terreb... Parish, State Route 2. (Readvertisement)

Bids Asked September 1

Missouri—State Hy. Comn., Jefferson C... two 70 ft. and one 80 ft. continuous I-b... spans over Big Creek, Sta. 94 plus 77, J... son Co., over $25,000; new lower base ... Bents 5 to 12 (inclusive) over Missouri R... Sta. 289 plus 48, Jackson Co., over $25,... two 46 ft. and one 51 ft. continuous con... encased I-beam spans, K. C. S. railroad un... pass, Sta. 169 plus 07, McDonald Co., ... $25,000. C. W. Brown, ch. engr.

Bids Asked September 6

Louisiana—State Hy. Dpt., D. Y. Sm... dir., Baton Rouge, remove, repair and ... erect, east leaf of bascule span, drive ... ferdam, repair, east pier, remov. and rep... damaged east fender, remov., repiac. ... existing submarine cable, etc., East ... Ave. Bridge over Intracoastal Canal. Hou... State Route 985, S.P. 855-04-06, Terreb... Parish; modification Caddo Lake Brid... north of Mooringsport, Old State Rout... S.P. 73-03-01, Caddo Parish.

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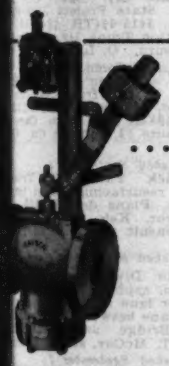

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BRIDGES, etc. (Bids Asked, Cont'd.)

Bids Asked September 7

California—State Div. Hys., State Bldg., Los Angeles, repairing bridge across Arroyo Simi at Simi and across Castaic Creek near Castaic Jct., constructing culvert at Sta. 255, plus 06, V11-Ven, La-9,4,79-C, A, B, in Ventura and Los Angeles Counties; G. T. McCoy, Pub. Wks. Bldg., Sacramento, engr.

Bids Asked September 8

Kentucky—Dpt. Hys., Frankford, underpass at C & O Tracks Saiversville-Prestonsburg Rd., near Ivyton, PAGE 247 C (2) SP 77-40, Magoffin Co., timber floor and repairing bridge over north fork of Kentucky River at Quicksand, RP 13-187, Breathitt Co.

LOW BIDDERS

★**California**—State Div. Hys., Sacramento, Aug. 16, reconstructing portion bridge across Sacramento River at Rio Vista, Sacramento Co., from A. Seda & Son, 5231 Grove St., Oakland, $784,629. CD 7/28—ENR 8/3.

Illinois—State Div. Hys., Springfield, Aug. 18, 61 ft. rein.-con. girder bridge, McLean and Livingston Counties, from Arcole-Midwest Corp., 231 N. La Salle St., Chicago, $33,556. CD 8/10, under Roads.

Louisiana—State Dpt. Hys., Baton Rouge, Aug. 16, imprv. bridge over Bayou Black, Terrebone Parish, from Robinson & Young, 910 Louisiana National Bank Bldg., Baton Rouge, $146,175. CD 7/24—ENR 7/27.

Maryland—State Roads Comn., Baltimore, Aug. 15, continuous concrete slab bridge, Contr. Ce-238-2-257, Cecil Co., from Kelly Pile & Found. Corp., 827 Remsen Ave., Brooklyn, N. Y., $53,493. CD 8/3—ENR 8/10.

Pennsylvania—Dpt. Hys., Harrisburg, Aug. 15, constructing Traceyville Bridge, Wayne Co., from Whittaker & Diehl Co., Calder Bldg., Harrisburg, $75,174; Paupack-Eddy River Bridge, Wayne Co., from G. A. and F. M. Wagman, Dallastown, $94,099. CD 8/2—ENR 8/10 under Roads.

CONTRACTS AWARDED

N. J., Brielle—New York & Long Branch R.R., A. M. Zabriskie, ch. engr., 143 Liberty St., New York, N. Y., repairing Railroad Bridges 1, 13, 16, 18, 22 and 26, on westerly abutments, to Ell-Dorer Contg. Co., 644 Nye Ave., Irvington, $32,346.

Washington—State Hy. Dpt., Olympia, reconstructing timber pier protection around 2 channel piers of Snohomish River Bridge, Primary State Hy. 15, Snohomish Co., to C. W. Larson, 466 Colman Bldg., Seattle 4, $27,765. Bids 8/15, CD 8/4.

STREETS AND ROADS

BIDS ASKED

Bids Asked August 28

Mass., Boston—P. Wks. Dpt., City Hall, bituminous concrete paving Alvah Kittredge Park, Cabot St., Guild Row, Highland Ave., Kenilworth and Norfolk Sts. $33,000. Plans deposit $2.

New Jersey—State Hy. Dpt., Trenton, constructing 0.957 mi. roadway approaches to Berry's Creek viaduct and overhead bridge for Route 3, southbound, over Route 3-S, westbound, Bergen Co. Spencer Miller, Jr., comr.

Bids Asked August 29

Maryland—State Roads Comn., Baltimore, grading, drainage, rein.-con. surfacing 2.653 mi. Pocomoke-Virginia Line Rd., Contr. WO 223-3-146, Worcester Co.; 4.735 mi. sect. Cambridge-Vienna Rd., Contr. D 144-146, Dorchester Co.

Mass., Boston—P. Wks. Dpt., City Hall, bituminous concrete paving Cottage, Emmons, Marion, Maverick, Moore, New and Prescott Sts. $60,000. Plans deposit $2.

Pennsylvania—John U. Shroyer, secy. Dpt. Hys., Harrisburg, constructing 0.35 mi. rein.-con. pavement, 9 ft. and variable in width also bituminous surfacing 6.5 ft. on crushed aggregate base U. S. Route 422 between Phila. and Norristown, Whitemarsh and Plymouth Twps., Montgomery Co. Plans deposit $2.50; bituminous surfacing on native stone or crushed aggregate 0.85 mi. Traffic Route 160, Sumerhill Twp.; Wilmore Boro, Cambria Co. Plans deposit $2.50; repairing bridge over Youghiogheny River at Confluence, Fayette and Somerset Counties. (readvertisement from July 6 letting) Plans deposit $2.50, CD 6/26.

West Virginia—State Road Comn., D. McClaugherty, secy., Charleston, modified road mix and surface treatment 0.9 mi. Richwood-Mill Point Rd., S. P. 3677, Greenbrier Co.; 6.1 mi. Richwood-Mill Point Rd. S. P. 39-D, Pocahontas Co.; road mix surfacing 4 mi. Shinnston-Robinson Run Rd., Proj. DARM 41-a(1), Harrison Co.; grading, draining, concrete pavement and guard rail 1.595 mi. St. Albans-Lewis Rd., SNFA 249-A(2), SNFA 249-B(3) and SNFA 249-D (1), Kanawha Co.

Ontario—J. D. Miller, deputy minister Dpt. Hys., Toronto, embankment along Hy. 35, Orono. Dpt. Hys., Toronto, engrs.

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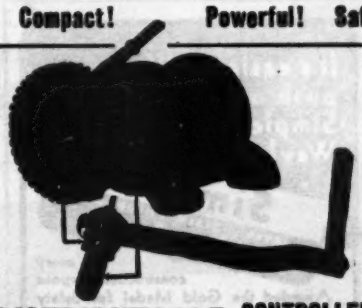

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NO PROJECT TOO LARGE—NONE TOO SMALL

155 East 44th Street New York 17, N. Y.

STREETS, etc. (Bids Asked, Cont'd.)

Ontario—J. D. Millar, deputy minister Dpt. Hys., Toronto, grading 10 mi. between airport and Moonbeam, (raising grade) $40,000.

Bids Asked August 30

Arkansas—J. H. Crain, chn. State H Dpt., Little Rock, gravel surfacing 2.6 Ferguson-West Rd., Phillips Co., 2.7 Felton-Smiths Corner Rd., Lee Co.; bituminous surfacing 0.946 mi. Hamburg Connection Rd., Ashley Co.; grading, drainage gravel base course, bituminous surfacing 4.352 mi. Sweet Home Cut-off Rd.-W.E. Proj. #DARM 17-D(1), Pulaski Co. W. Mitchell, Little Rock, engr.

Miss., Greenville—City, Edw. M. Gr mayor, paving Alexander, Eucha, Cedar McAlister, Gulf and Lotus Sts. $40,0 Election Aug. 29 to vote on $55,000 bond J. B. Williams, Yazoo City, engr.

N. Y., New York—President Bronx Bo Bronx County Bldg., 851 Grand Concourse New York, Zone 31, bituminous concrete (preliminary pavement), on existing macadam paving Seward, Noble, Lafayette Aves.; asphalt paving (permanent), Macalf Ave.; asphalt block on concrete pa ing E. 176 St.; asphalt block repaving 174 St.

Bids Asked August 31

Louisiana—State Hy. Dpt., D. Y. Smi dir., Baton Rouge, bituminous on e clay gravel base surfacing 2.057 mi. Ridder Airport Access Hy., State Rte. S. P. 28-03-05, Defense Access Army Re vation Project DA-WR 36 (1), Beauregard Parish.

S. C., Charleston—H. M. Lilienthal, purch. agt., City Hall, approx. 40,000 lin. granite or concrete curb on various stre Northwest Paving Dist. B. M. Thom City Hall, engr.

Virginia—Dpt. Hys., Richmond, wa bound macadam surface treating 0.393 Route 11, Shenandoah Co., 3.6 mi. Ro 175, Accomac Co.; cement stabilization w face treating 7.3 mi. Route 198, Glouce Co.

Illinois—State Div. Hys., Springfield, e crete paving 6.41 mi. Sect. 16R, S.N.-F Proj. 26(16) (2) F. A. Route 5, Dist. over $100,000; 4.08 mi. Sect. 17R, S.N.-F Proj. 26 (17) (2) F. A. Route 5, Dist. over $100,000; grading 1.76 mi. Sect. 17R S.N.-F.A. Proj. 26(17) (2) F. A. Route Dist. 4, over $25,000, one 49 ft. and two ft. rein.-con. girder bridge over Tim Creek, Sect. 17-R-B, S.N.-F.A. Proj. 26 (2) F. A. Route 5, Dist. 4, $25,000, all i Lean Co. W. W. Polk, ch. engr.

Ill., Carlyle—J. T. Goldsmith, Clinton Supt. Hys. County Bldg., gravel or cru stone surfacing 3.8936 mi. 6-MFT. $25,000. Plans deposit $10. Bids 9/15 jected. CD 8/8—ENR 8/10.

Kansas—State Hy. Dpt., Ottawa, re facing material 6.6 mi. Proj. 4768, Bour Co.; 6.767 mi. Proj. 4769 and 1.182 Proj. 4770 both Franklin Co.; 3 mi. Pro 4771, Linn Co.; 3 mi. Proj. 4772, Miami R. C. Keeling, Topeka, engr.

Minnesota—State Hy. Dpt., St. Pa regrading 8.6 mi. State Project 2406-01 17-210) and S.P. 2415-02(TH 104-14) tween West Junction Trunk Hy. 194 and mi. south of Sunburg. O. L. Kipp, ch. en

Missouri—State Hy. Comn., Jefferson C grading, concrete surfacing 0.568 mi. Ro 71-8N-FAGH-146 B (1) from Newton south to Goodman, McDonald Co.; 6.131 Route SC-FAS 498-B (2) from Cas east toward A. Route 13, Johnson Co. C. Brown, ch. engr.

Bids Asked September 5

N. Y., Hoosick Falls—Bd. Trust Municipal Bldg., resurfacing, street impr and storm sewer. Plans deposit $25. J. P. Murphy, mayor. Keis & Holroyd, Bway., Troy, consult. engrs.; adv. Aug. 24.

Bids Asked September 6

California—State Div. Hys., Pub. W Bldg., Sacramento, asphalt surfacing 14 concrete passenger lane and concrete wi ing 0.2 mi. truck lane between San Francis Oakland Bay Bridge and Toll Pl Alameda Co. G. T. McCoy, state hy. engr

Bids Asked September 7

California—State Div. Hys., State Bl Los Angeles, grading, surfacing with ol mix asphaltic concrete and concrete 2.1 Woodley Ave. between Southern Pacific and Sherman Way and on Sepulveda B and Valjean Ave., Dist. V11, Los Ange Los Angeles Co.; grading, plant mix surf ing 3.6 mi. between I St. in Chula V and South Harbor Dr. at 7 St. in Nati City, X1-SD-Bay Blvd., San Diego Co. G McCoy, Pub. Wks. Bldg., Sacramento, s hy. engr.

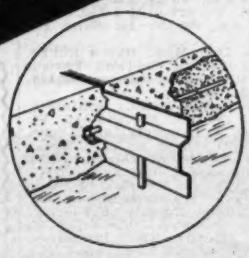
Bids Asked September 8

Kentucky—Dpt. Hys., Frankfort, bitu inous surfacing 11.73 mi. Columbia-E monton Rd., SP 1-130, Adair Co.; 14 mi. Greensburg-Edmonton Rd., SP 49-85-4, Green and Metcalf Counties.

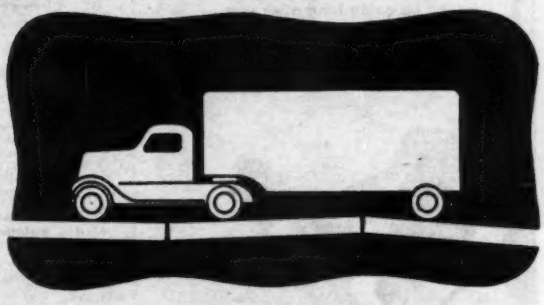
Bids Asked September 14

Ill., Glencoe—J. C. Harkness, city Proposal 1 maintenance bituminous crete pavement on 1.2053 mi., Proposal bituminous surface treating 3.8566 mi. $25,000. Plans deposit $5 each. J. Williams, city engr.

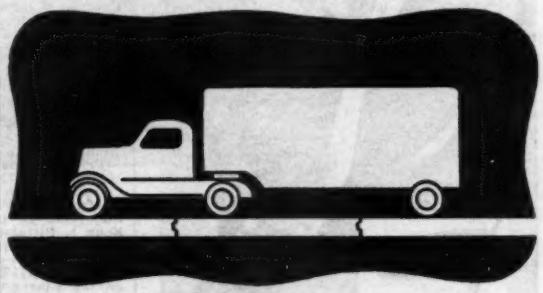
Keystone TONGUE AND GROOVE CONSTRUCTION GIVES MAXIMUM JOINT EFFICIENCY—USE IT *Longitudinally and Transversally*



The Keystone of the pavement



Key your pavement slabs together—



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LONGITUDINAL JOINT EFFICIENCY

Average Values for Tests at a Number of Points
(Taken from *Public Roads*, August, 1939)

TYPE OF JOINT	Spacing of Tie Bars	Diameter of Bars	Joint Efficiency
	Inches	Inches	Per Cent
...ngular Tongue and Groove.....	60	½	75
...tangular Tongue and Groove....	60	½	78
...tangular Tongue and Groove.....	None	—	50
.....	24	¾	52
.....	36	¾	42
.....	48	¾	51
.....	60	¾	47
...ny	60	½	44
...ny	None	—	39

...e Tongue and Groove type joint.

Send for illustrated specification manual showing methods of installation.

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A DIVISION OF AMERICAN-MARIETTA CO.

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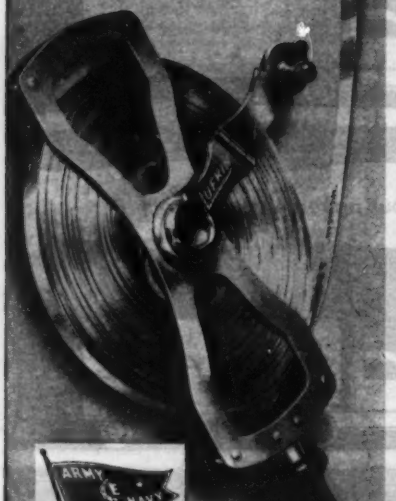

WRITE FOR FREE CATALOG 12

LUFKIN

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TAPES · RULES · PRECISION TOOLS

STREETS, etc. (Bids Asked, Cont'd.)

Bids Asked September 15

R. I., Newport—City, P. Wks. Dpt., City Hall, widening Bath Rd. Over $26,000. Charles Maguire & Associates, 1515 Turks Head Bldg., Providence, engrs.

Bids Asked

Minnesota—State Hy. Dpt., St. Paul, rejected bids Aug. 4, imprv. 9.7 mi. S.P. 0608-24 and 7305-20. CD 7/19—ENR 7/27.

†R. I., Newport—City, P. Wks. Dpt. City Hall, rejected bids 8/14, paving Guard, Van Zandt and Eustis Sts., Contr. 2, R. I. 37-166-N. **FWA.** Revising plans. Charles Maguire & Associates, 1515 Turks Head Bldg., Providence, engrs. CD 8/2—ENR 8/10.

Texas—State Hy. Comn., Austin, rejected bids Aug. 1, imprv. 1.999 mi. Collin Co. and 1.46 mi. Comal Co. CD 7/27—ENR 8/10 under LB.

LOW BIDDERS

California—State Div. Hys., Sacramento, Aug. 16, imprv. 3.6 mi. Kern Co., from Griffith Co., 1060 S. Bway., Los Angeles, **$35,505**; 0.5 mi. Alameda Co., from Lee J. Immel, Box 65, Station A, Berkeley, **$75,842**. CD 7/28 and 8/4—ENR 8/3.

D. C., Wash.—District Comrs., District Bldg., Aug. 11, 14,500 sq. yd. cement concrete sidewalks, from American Excav. Corp., 3616 Fulton St., N.W., **$36,653**. CD 8/7.

Florida — State Road Dpt., Tallahassee, Aug. 8, imprv. 13.521 mi. Pasco and Pinellas Counties, also 16.56 mi. Alachua and Levy Counties, to L. J. and W. L. Cobb, Inc., 1102—22 St., Tampa, **$56,384** and **$146,185** respectively***1.6 mi. Palm Beach Co. to Belcher Oil Co., 1217 Biscayne Blvd., Miami, **$24,868*****6.35 mi. Flagler and St. Johns Counties, to Hall & Caddell, Box 2217, Jacksonville, **$32,569*****0.852 mi. Alachua Co., to Duval Eng. & Contg. Co., foot E. Adams St., Jacksonville, **$39,643**; 8.306 mi. Alachua Co., to Langston Constr. Co., Orlando, **$31,-500**. Grand total $333,137. CD 7/24—ENR 7/27.

★**Illinois**—State Div. Hys., Springfield, Aug. 18, imprv. 7.98 mi. McLean and Livingston Counties, and 6.34 mi. Livingston Co., from White Consolidated, Inc., 1735 W. Fullerton St., Chicago, **$566,461** and **$425,367** respectively; Aug. 2, 0.89 mi. Peoria Co., from Clark Bros. Co., 724 Kansas Ave., Peoria, **$116,246**. CD 8/10.

Ill., Chicago—Cook Co., Aug. 14, imprv. 4.0089 mi. P. 203-0104.1-15d, and 4.2184 mi. P. 203-0503.1-15d, from Roadway Eng. Co., 210 E. Ohio St., **$29,000** and **$26,123** respectively; 3.9901 mi. P. 198-0206.1-15d, From Crown Rock Sales Co., 30 N. La Salle St., **$28,231**; 1.2771 mi. P. 026-0102-1-15d, from Standard Paving Co., 30 N. La Salle St., **$25,780**. CD 8/8.

Louisiana—State Dpt. Hys., Baton Rouge, Aug. 16, imprv. 8.997 mi. Caldwell Parish, from T. L. James & Co., Inc., Ruston, **$52,478**. CD 8/7—ENR 8/10.

Maryland—State Roads Comn., Baltimore, Aug. 15, imprv. 3.234 mi. SM 263-566, St. Mary's Co., from C. J. Langenfelder & Sons, Rosedale, **$36,949**. CD 8/10.

†Md., Solomons—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave., N.W., Wash., 25, D. C., Aug. 14, resurfacing roads at Naval Amphibious Training Base, NOY 10467, from T. Edgie Russell, Frederick, **$54,300**. CD 8/8.

Nebraska—Dpt. Roads, & Irrigation, Lincoln, Aug. 10, imprv. 7.3 mi. road No. 304-c, Winslow-Uehling, Dodge Co., from Francis R. Orahek Co., Fremont, **$106,364*** 13.5 mi. Rd. 7-A, Clay Center-Superior, Nuckells Co. and 10.7 mi. No. 277-B and C, Antioch-Ellsworth Rd., Sheridan Co., from Peter Kiewit Sons Co., Omaha Natl. Bank Bldg., Omaha, **$131,338** and **$112,573** respectively*** 2.3 mi. Rd. 276-A, Cairo-Ravenna, Hall Co., from Northwestern Eng. Co., Rapid City, S. D., **$36,103*****5.5 mi. No. 269-B, Laurel-Wayne, Cedar and Dixon Counties from Roberts Const. Co., 1018 Terminal Bldg., Lincoln, **$82,584**. CD 8/1—ENR 8/3.

Pennsylvania—Dpt. Hys., Harrisburg, Aug. 15, imprv. 0.73 mi. Bucks and Montgomery Counties, from De Vincentis Constr. Co., 1313 S. Broad St., Phila., **$42,180**; 0.82 mi. Indiana Co., from D. D. Mullett, 3424 Liberty Ave., Zone 1, Pittsburgh, **$145,376**. CD 8/20—EN.. 8/10.

Tex., Dallas—Dallas Co., c/o A. Templeton, judge, Aug. 17, grading, drainage structures paving Clarendon Dr., from Texas Bitulithic Co., 111 W. Commerce St., **$28,427**. CD 8/9.

†Wis., Merrimac—U. S. Eng., 408 Federal Bldg., Milwaukee, Aug. 11, resurfacing roads at Badger Ordnance plant, from Barber Paving & Engrg. Co., 7 S. Dearborn St., Chicago, Ill., **$148,465**. Hercules Powder Co., 908 Market St., Wilmington, Del., operator. Mason & Hanger Co., 500 5 Ave., New York, N. Y., engrs. and archts.

CONTRACTS AWARDED

Alabama—State Hy. Dpt., Montgomery, imprv. 3.152 mi. Dallas Co., to B. J. and W. L. Cobb, Inc., 803 Mobile Rd., Montgomery, **$95,570**. Bids 8/4. CD 7/25—ENR 7/27.

Ala., Birmingham—Comrs. Jefferson Co., imprv. 4.6 mi. Mulga Loop Rd., to Warren Bros. Roads Co., 1st National Bank Bldg., **$30,903**; 5 mi. Chalkville-Clay Rd., to So. Ameisite Asphalt Co., 2401 5 Ave., N., **$36,169**. Bids 8/8. CD 7/12—ENR 7/20.

Ala., Montgomery—D. C. Bradley Realty Co., Montgomery, Sub-Division street imprvs., incl. storm and sanitary sewers, water mains, etc., to B. M. Royster Co., Montgomery, **$11,000**.

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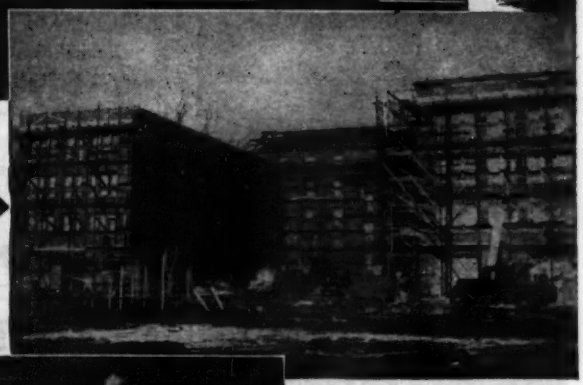
Faced with cold weather and slow-down of construction on this bridge, the contractor used Lehigh Early Strength. The result was quicker completion plus a saving on form costs through prompt removal and re-use.



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ROADS (Contracts Awarded, Cont'd.)

Ia., Harlan—Shelby Co., gravel surfacing roads, to L. J. Peter Constr. Co., 208 6 Ave., Des Moines, $30,518. Bids 7/24. J. Camery, co engr.

Kentucky—Dpt. Hys., Frankfort, improv. 29.911 mi. Clay-Leslie Counties, to Landers & Teegarden, Columbus, Ind., $251,548. Bids 7/28. CD 8/1—ENR 8/3 under LB.

Minnesota—State Hy. Dpt., St. Paul, imprv. 6.5 mi. S.P. 2611-02, 2609-07 to Strom Constr. Co., Moorhead, $80,575***3.3 mi. S. P. 5610-02 and 5609-02 to C. L. Nelson Co., Brainerd, and R. Jones, Deerwood, $67,529***5.1 mi. S. P. 1107-06 and 1104-09, to Fielding & Shapiro, 1258 Bohn St., St. Paul, $52,099. Grand total, $200,124. Bids 8/4. CD 7/19—ENR 7/27.

†**N. Y., Sampson**—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash 25, D. C., maintenance and repair of roads, walks, drainage, Naval Training Station, NOY 10646, to Potter-DeWitt Corp., Pavilion, $142,893.

North Carolina — State Hy. & P. W. Comn., Raleigh, sand asphalt surfacing 7 mi. Betterment Sect. 2-6-17-108, Craven Co., to West Constr. Co. of North Carolina, Inc., Kinston, $61,480. Est. $50,000-$75,000. Bids 8/15.

†**Ore., Astoria**—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash. 25, D. C., finished road surfacing, Naval Hospital, NOY 10390, to Warren Northwest, Inc., P. O. Box 5072, Portland, Zone 13, $36,690.

Tex., Dallas—City, c/o E. Goforth, surv., paving Clarendon Dr., to Texas Bitulithic Co., 111 W. Commerce St., $57,265.

Tex., Galveston—U. S. Eng., 25 St. and Avenue F, Galveston, road imprv., grading, shell base, asphalt top, etc., to Consolidated Contractors, Edna, $25,000.

Tex., Hearne—City, asphalt topping on streets, to D & H Constr. Co., Joe Field Bldg., Dallas, approx. $60,000.

Washington—State Hy. Dpt., Olympia, access road, Oak Harbor, Island Co., to Northwest Constr. Co., 3950 6 Ave., N. W., Seattle, $104,411. Bids 8/1.

Ontario—Dpt. Hys., Queens Park, Toronto, 4 mi. hy., 100 ft. wide, 30 ft. crown, 2 ft. shoulders, to Creighton Mines, Copper Cliff, to Angus & Taylor, Ltd., 24 Fraser St., North Bay, $100,000.

Que., Joliette—Municipality, paving several streets, day labor, $30,000. H. E. Lipp, City Hall, engr.

Que., Pike River—Municipality, asphalt roads, day labor, $25,000. Dpt. Roads, Quebec City, engrs.

EARTHWORK, WATERWAYS

†**Conn., Bridgeport**—City, J. McLevy, mayor, City Hall, making plans dredging Pequonnock River channel to depth of 12 ft. below low water mark, 50 ft. wide, 1,000 ft. long, FWA.

†**Kansas**—U. S. Eng., 416 Wright Bldg., Tulsa, 2, Okla., 29,000 cu.yd. earth fill, etc., levee repairs, Sol. No. 34-066-45-5, Neosho Co. Over $25,000.

La., Colfax—Nineteenth Louisiana L. & D. Dist., Colfax, earth levee, 6.92 mi. channel clearing. Over $25,000.

Mont., Helena—Montana Power Co., Helena, earthwork dam and spillway. $15,000

N. S., Dingwall—Dpt. Pub. Wks., Ottawa, Ont., dredging harbor. $56,500.

BIDS ASKED

Bids Asked September 2

†**Mich., Saginaw**—U. S. Eng., 700 U.S. Guardian Bldg., Detroit, dredging in Saginaw River Channel and Turning basin to depth of 16.5 ft. in channel and 15 ft. in turning basin, estimated alternate yardage 168,700 cu. yd. or 128,000 cu yd. incl. over depth dredging.

Bids Asked September 5

†**Mississippi**—U. S. Eng. Office, P. O. Box 60, Vicksburg, 18,000 cu. yd. earthwork along Big Sand Creek, Solic. No. 22-053-45-13, Leflore and Carroll Counties.

†**Miss., Vicksburg**—U. S. Eng., P. O. Box 60, approx. 2,540 lin. ft. pile dikes in Arkansas River at Fletcher Bend, center of work being about 35.5 mi. above mouth of river, Solic. No. 22-052-45-14.

Bids Asked September 6

†**Ore., Bend**—Bureau Reclamation, H. W. Bashore, comr., Dpt. Interior, Bend, excavation, backfill, overhaul, rock fills, dumped rip rap, dry-rock paving, etc., for Unit 2, Crane Power Plant, Spec. 1079. Deschutes Project, adv. ENR 8/24.

Bids Asked September 11

†**Tex., Austin**—At office Bureau Reclamation, S. O. Harper, ch. engr., Denver, Colo., furnishing, del. f.o.b. cars at shipping point or f.o.b. cars Austin, one 16 ton hoist elevator, incl, pump, motor, piping, electric controls and wiring for Marshall Ford Dam, Colorado River Project, Spec. 1761-D.

LOW BIDDERS

California—State Div. Hys., Sacramento, Aug. 16, heavy stone riprap wire and rock mattress and permeable pile jetties, 0.1 mi. at Dyerville, Humboldt Co., from Schuman & Johnson, 1001 Lloyd Bldg., Seattle, Wash., $41,100. CD 7/28—ENR 8/3.

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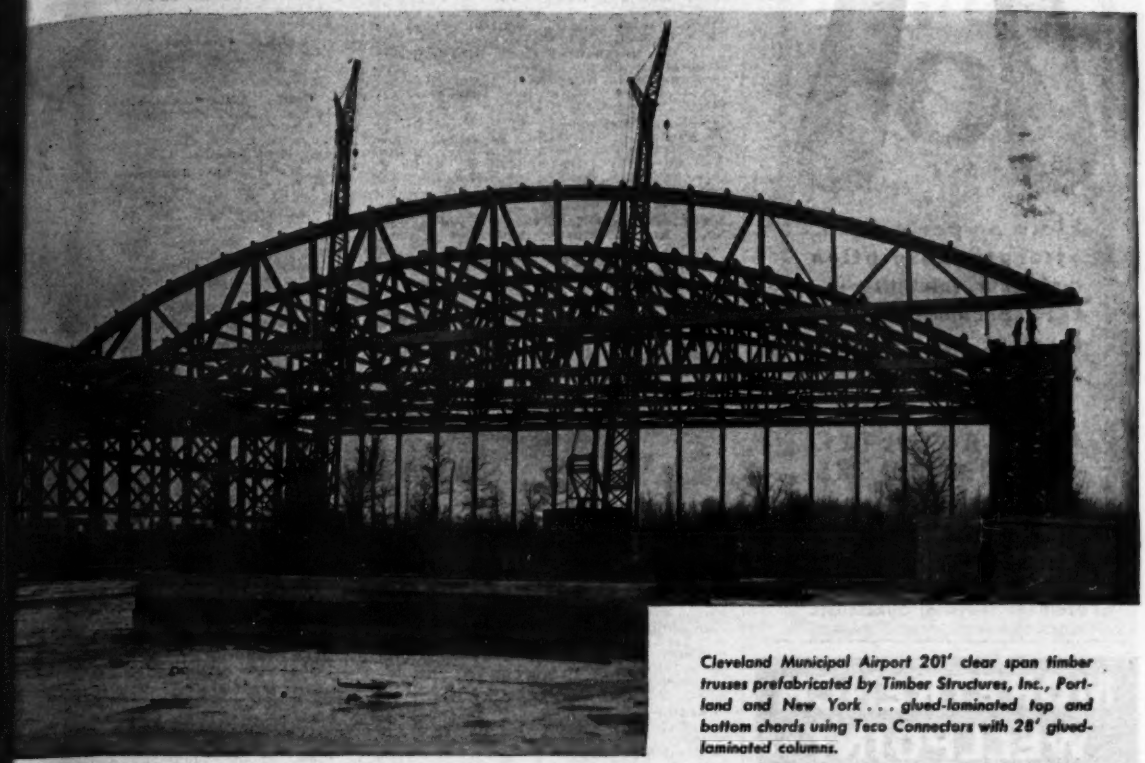

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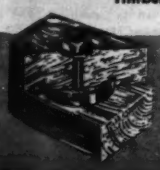

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EARTHWORK, WATERWAYS (Contracts Awarded)

†**Louisiana**—U. S. Eng., foot Prytania St., New Orleans, removing 7,400,000 cu. yd. from Mississippi River, at Kempe Bend, vicinity mile post 321 A.H.P., Sol. No. 16-046-45-1, to McWilliams Dredging Co., Canal Bank Bldg., New Orleans. 6.17c. per cu. yd. Est. $455,000. BA 8/2. CD 7/27.

†**La., Alexandria**—U. S. Eng., 300 Dway., Little Rock, Ark., erosion control, Solic. No. 03-050-45-3, Esler Field, to W. C. Richards, Athens, Tex., $15,365.

†**Massachusetts**—U. S. Eng., 31 St. James Ave., Boston, dredging, Cape Cod Canal, No. 19-022-45-NEG 5, to Arundel Corp., Fulton St., Brooklyn, N. Y., $93,150. Bids 8/10. CD 8/1—ENR 8/3.

N. C., **Marshall**—French Broad Electric Membership Corp., Marshall, 550 ft. concrete retaining wall, NC 46-G Madison (REA), to R. H. Small, P. O. Box 3057 Charlotte, $28,462. Bids 8/10. CD 8/8.

★†**Tex., Anahuac**—U. S. Eng., 25 St. and Avenue F, Galveston, dredging, removing 41,166,000 cu.yd. materials for distance of 8 miles, to Atlantic Gulf & Pacific Co., Citizens State Bank Bldg., Houston. 4.91c per cu.yd. or $2,021,230. Bids 8/8, awarded 8/13. CD 8/13—ENR 6/15 under LB.

Tex., Athens—Henderson Co. Levee Dist. No. 3, Athens, imprvs., restoration of levees, covering parts 15 mi. levee, to Gaylord Constr. Co., 803 Blodgett St., Houston, $30,140. O. N. Floyd, 1207 Texas Bank Bldg., Dallas, engr. CD 8/2—ENR 8/10.

†**Tex., Corsicana**—U. S. Eng., 231 W. Main St., Denison, levee repairs, 22,000 cu.yd. embankment, etc., Sol. 41-242-45-11, to McDonald Bros., 2011 Cross St., Dallas, $15,000. CD 8/9—ENR 8/17 under "Texas"

Tex., Pasadena—Southern Acid & Sulphur Co., Wallisville Rd., Houston, dredging, vicinity chemical plant, 1 mi. south of here, to Brown & Root, Box No. 3, Houston, $41,000. Dorr & Co., Inc., 570 Lexington Ave., New York, N. Y., engrs.

Wis., Iron—Town, R. 1, excavating, clearing drainage ditches, to W. W. Bruss, Maribel. $14,071. Bids 7/24.

LATIN AMERICA

★**Argentina, Buenos Aires**—Republic of Argentina, Buenos Aires, 2 main artery roads from Buenos Aires, by day labor, $25,750,623. General Administration of National Roadways, Buenos Aires, engr.; Plans buildings improving workshops on Argentina Northern Roadway, $1,500,000; General Administration of State Railways, Buenos Aires, engr.; Plans by National Committee of Historic Museums and Sites, Buenos Aires, National Pantheon, $1,000,000.

Mexico—Empacadora del Sureste, Palma, 45, office 305-F, Mexico, D.F., plans anchovy cannery, $300,000. Selecting site on Gulf of Mexico coast.

Mexico—National Rys. of Mexico, A. Ortiz, gen. mgr., E. Rodriguez Y Parra, eng. M. W., 19 Bolivar, Mexico City, D. F., laying rails state of Nuevo Leon, by own forces. $400,000.

Mexico, Aguacalientes — State of Aguacalientes, Aguacalientes, will construct dam for irrigation in Riego de Pabellon Dist., by own forces. $2,500,000 Financial Aid from Federal Dept. Agriculture.

Mexico, Atenquique—Mexican Government, Scrita de La Economia Nacional, Argentina, 12, Mexico, D. F., plans paper and cellulose factory.

Mexico, Merida—State of Yucatan, Governor Ernesto Nevelo Torres, Merida, taking bids school. $250,000.

Mexico, Mexico City—Conservas Alimenticas Vegetales, 5 de Mayo 32, office 311, Mexico, D.F., plans fruit and vegetables dehydrating plant. $250,000.

Mexico, Mexico City—Impulsora de Cementos, I. la Catolica, 32, Office 512, Mexico, D.F., plans grey portland cement factory. $350,000.

Mexico, Mexico City—Juan J. March, S. de R. L. 5 de Mayo, 32, desp. 311, Mexico, D. F., plans honey processing factory. $100,000.

Mexico, Tacubaya—Federal District, Rojo Gomez, mayor, in cooperation with Federal Health Dpt., Dr. Gustavo Baz, secy., Mexico City, takes bids late in 1944, constructing hospital. $450,000.

Mexico, Tepic—State of Nayarit, Governor C. Francisco, Garcia Montero, Tepic, will construct roads, highways, repairs by own forces. $125,000.

Mexico, Tlatilco—Federal District, Lic. Rojo Gomez, mayor, Mexico City, takes bids in September for construction of school. $200,000.

Mexico, Valle de Bravo—City of Valley de Bravo, Governor Isidro Tabela, Toluco, takes bids within 30 days, school, gymnasium, etc. $150,000. State will assist in financing.

Mexico, Vera Cruz—Mexican Government, Scrita de la Marina, Mexico, D. F., plans school for merchant marine. $400,000.

Mexico, Vera Cruz—Industrial de Ensenada, Arnulfo Paredes, pres., Ensenada, B California, Mexico, plans sea food packing plant and fishing base. $350,000.

PUBLIC BUILDINGS

PROPOSED WORK

†**Ala., Birmingham**—Public Housing Auth., NHA, Georgia Savings Bank Bldg., Peachtree and Broad Sts., Atlanta, 3, Ga., community bldg. addn., Ala. 1-292-F. $19,713. FWA.

★†**Ariz., Phoenix**—St. Monica's Hospital and Health Center, Phoenix, hospital, Ariz. 2-134-F (Revised). $648,500. FWA.

†**Calif., Bellflower**—Bellflower School Dist. of Los Angeles Co., school, Calif. 4-411-F. $215,000. FWA.

†**Calif., Clearwater**—Clearwater School Dist. of Los Angeles Co., Grove Ave. school addn., 8 room classroom bldg., Calif. 4-616-F. $98,100. FWA.

Calif., Lakewood Village — Lakewood School Dist., 5031 Centralia Ave., plans by Kistner & Wright, 412 Architects Bldg., Los Angeles, frame, stucco addn. Lakewood Junior High School. $200,000.

★†**Calif., Los Angeles**—Queen of Angels Hospital, 8 story, hospital addn., Calif. 4-626-N. $607,493 FWA. Barker & Ott, 6[illegible] S. La Brea Ave., archts. CD 5/25—ENR 6/8.

†**Calif., Hayward**—Pub. Bldgs. Admin., 2223 Fulton St., Berkeley, plans by Dragon & Schmidts, 2068 Allston Way, Berkeley, 1 story, rein.-con. detached Hayward Union High School addn., Calif. 4-637-F. $123,300 FWA. CD 8/18.

†**Calif., San Lorenzo**—Pub. Bldgs. Admin., 2223 Fulton St., Berkeley, Zone 1, plans by Dragon & Schmidts, 2068 Allston Way, Berkeley, Unit 1, 7 classroom and Unit 2 [illegible] classroom school bldgs., Calif. 4-646-F. $224,000. FWA. CD 8/18.

†**Conn., Bridgeport**—Pub. Housing Auth., NHA, 24 School St., Boston, 8, Mass., grading, site imprvs., War Housing Huntington Rd., Conn. 6052, Lindsay & Johnson, 211 State St., archts.

†**Conn., Bridgeport**—Pub. Housing Auth., NHA, 24 School St., Boston, 8, Mass., sewers, drainage work, Lincoln Terrace War Housing, Park Ave. Lindsay & Johnson, 211 State St., archts.

†**Conn., Bridgeport**—Pub. Housing Auth., NHA, 24 School St., Boston, 8 Mass., making plans grading, site imprvs., Brady Housing, Success Park, Conn. 6052. Lindsay & Johnson, 211 State St., archts.

†**Conn., Stratford**—Pub. Housing Auth., NHA, 24 School St., Boston, 8, Mass., making plans grading, drainage, site imprvs., Conn. 6061. Lindsay & Johnson, 211 State St., Bridgeport, archts. CD 5/19—ENR 5/25.

★**D. C., Wash.** — District Comrs., District Bldg., temporary dormitory bldg. at Langston Stadium. $500,000.

†**Fla., Jacksonville**—Bd. Public Instruction of Duval Co., plans 5 school addns., at Riverview, Thomas Jefferson Elementary-Junior High, Westconnett Junior High, Duncun U. Fletcher Junior-Senior High School, and at North Shore Elementary-Junior High Schools, Fla. 8-304-N. $274,820. FWA.

†**Fla., Key West**—Public Housing Auth., NHA, Georgia Savings Bank Bldg., Peachtree and Broad Sts., Atlanta, 3, Ga., child care bldg., Fla. 8-322-F. $44,000. FWA.

†**Ga., Atlanta**—Crawford W. Long Memorial Hospital, 35 Linden Ave., N.E., acquiring, renovating, 3 story, bsmnt., apartment, Ga. 9-296-N. $72,500. FWA.

†**Ill., Peoria**—Sisters of Third Order of St. Francis, Peoria, 3 story, part bsmnt. nurses home addn., St. Francis Hospital, 530 N. Glen Oak St., Ill. 11-200-N. $190,550. FWA.

★†**Ind., Indianapolis**—Veterans Admin., Vermont Ave. between H and I Sts. N.W., Wash., 25, D. C., preparing plans 2 story, bsmnt., brick, rein.-con., veterans hospital addn., Cold Spring Rd., $750,000 to $1,000,000.

†**Md., Baltimore**—U. S. Eng., Standard Oil Bldg., Baltimore, plans by Palmer & Lamdin, 1020 St. Paul St., fiim storage vaults, $75,500.

†**Md., Baltimore**—South Baltimore General Hospital, Inc., 1213 Light St., 3 story, bsmnt., penthouse addn. nurses home, Md. 18-224-N. $67,500. FWA. CD 1/10—ENR 1/13.

†**Mass., Fall River**—Truesdale Hospital, Inc., 3rd story addn. nurses home, Mass. 19-191-N. $30,500. FWA.

†**Mich., Ecorse (br. Detroit)**—School Dist. 9, Ecorse Twp., 2nd story addn. to south wing, of Lapham School, Mich. 30-364-N. Allen Park. $62,660. FWA.

★†**Neb., Grand Island**—U. S. Eng., 1706 Jackson St., Omaha, addnl. bldgs. at Cornhusker Ordnance plant, incl. bldg. construction, loading lines. Approx. $3,000,000.

†**Nev., Las Vegas**—City, 1 story, fire station and 1 story sub-fire station, Nev. 20-130-N. $64,580. FWA.

†**N. Y., Amherst**—Common School Dist. No. 14, Town of Amherst, Erie Co., 2nd floor school addn., N.Y. 30-283-N. $60,000. FWA.

†**Okla., Oklahoma City**—Bd. Regents of University of Oklahoma, 300 NE. 13th St., nurses home addn., etc. Okla. 34-139-N. $75,600. FWA.

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PUBLIC BLDGS. (Proposed Work, Cont'd.)

†Pa., **Chester**—School Dist., plans classroom addn. Clayton School, Pa. 244-N. $129,160; 8 classroom addn. T. Washington School, Pa. $108,336. FWA.

†Tex., **Fort Ringgold**—Pub. Bldgs. Admin. 18 and F Sts. N.W., Wash., 25, D. C., converting Ft. Ringgold Army Post into tuberculosis hospital. Over $150,000.

†Tex., **Orange**—Orange Independent School Dist., two prefabricated schools, Senior High School, 4 prefabricated units, Junior High School, Tex. 41-687-C. $210,000. FWA. CD 6/30—ENR 7/6.

†Tex., **Pasadena**—Bd. Educ., plans by Eldrick & Lindsley, Inc., Southern Standard Bank Bldg., Houston, school, Tex. 41-687. $110,000-$150,000. FWA.

★†Va., **Norfolk**—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash. 25, D.C., barracks, warehouses, etc. $2,900,000. Giffels & Vallet, Inc., Mack Creek Rd. at Beach Creek, engr. CD 6/7.

★†Wis., **Merrimac**—U. S. Eng., 408 Federal Bldg., Milwaukee, powder plant addn. $14,500,000 allotted for construction and equipment. Hercules Powder Co., 906 Market St. Wilmington, Del. operator. Mason & Hanger Co., 500 5 Ave., New York, N. Y. engrs. and archts.

Alta., Edmonton—Dpt. Pub. Wks., Ottawa, Ont., plans by C. D. Sutherland, c/o owner, postal terminal. Over $150,000.

★**Alta., Edmonton**—University of Edmonton, Dr. Robt. Newton, pres., library $500,000; east wing to medical bldg., $000; dental school $600,000.

★**B. C., Victoria**—Dpt. P. Wks., Ottawa, Ont., plans by C. D. Sutherland, arch. c/o owner, 250 bed hospital, adjoining Jubilee Hospital. $750,000. CD 3/7—ENR 3/3.

★**Ont., Ottawa**—Dpt. Mines & Resources, Ottawa, Ont., plans by C. D. Sutherland, Dpt. Pub. Wks., Ottawa, Ont., hydrogenation plant in Fuel Research Laboratories. $870,000.

★**Ont., Toronto**—Wartime Housing, Ltd., 55 York St., 350 houses. $1,500,000.

BIDS ASKED

Bids Asked August 28

†Pa., **Williamsport**—Lycoming Div. Avco tion Mfg. Corp., Williamsport, masonry structural steel laboratory addn. $250,000. Defense Plant Corp. will finance.

†Va., **Newport News**—City, J. C. Biggs, mgr., addn. Dpt. Public Safety Bldg. 44-129. $150,800. FWA. Plans deposit Williams, Colle & Pipino, 408 Melson Bldg. archt.

Bids Asked August 29

†N. J., **Winfield**—Federal Works Agency, 101 Park Ave., New York, 17, N. Y., addn., N.J. 28-133. Extended date. Ziegler & Childs, 921 Bergen Ave., Jersey City archts. CD 6/8—ENR 8/10.

Bids Asked August 30

†Ill., **Chicago**—Schmidt, Garden & Erickson, archts., 104 N. Michigan Ave., 1 sty. 107x110 ft., brick, rein.-con. nurses training school, Ill. 11-268-N, for Provident Hospital and Training School, 426 E. 51 St. $140,000. FWA.

Bids Asked August 31

†N. C., **Statesville**—At H. F. Long Hospital, Statesville, nurses home addn., NC 31-5 $17,000. FWA. Plans deposit $10. Chas. Benton & Sons, 509 Natl. Bank Bldg., Wilson archts.

Bids Asked About September 1

†N. J., **Bridgeton**—Federal Works Agency, 101 Park Ave., New York, 17, N. Y. 34x70 ft. wing addns. school bldg., Seabrook Farms, N. J., 28-179. $70,000. J. N. Heft, 501 Cooper St., Camden, archt.

N. C., **Goldsboro**—State Hospital at Goldsboro, R. M. Purser, bus. mgr., plans. Plans deposit $10. Atwood & Weeks, 504 Snow Bldg., Durham, archts.

†N. C., **Kinston**—Eastern Carolina Hospital Corp., Kinston, nurses home for Memorial General Hospital, NC 31-295. $47,300. FWA. Plans deposit $15. J. J. Rowland, $10 Queen St., archt. CD 8/9—ENR 8/17.

†Va., **Richmond**—At office Dr. W. T. Sanger, pres. Medical College of Virginia Hospital, 1207 E. Marshall St., altering portion of basmt. and 1st floor of St. Philip Hospital for Negroes, Va. 44-397. $85,000. FWA. Plans deposit $10. Bakerville & Son, 2202 Central Bank Bldg., archts. 7/13—ENR 7/20.

★†Pa., **Lebanon**—Veterans Admin., Vermont Ave., between H and I Sts. N.W., Wash., 25, D. C., hospital bldgs. $2,000,000. CD 6/9—ENR 6/17.

★Pa., **Norristown**—Dpt. Welfare, Bureau of Property & Supplies, Capitol Bldg., Harrisburg, hospital bldg. addn. $340,000. Howe, Lewis & Shay, Packard Bldg., Phila., archts. CD 8/14—ENR 8/17.

Bids Asked September 5

†Conn., **Groton**—Bd. Educ., Town Hall, 1 story, 50 x 90 ft., school, Fort Hill Co. 6-239-F $30,000. FWA. L. F. Capron, 1 Chapel St., New Haven, archt. Erase date. CD 7/27—ENR 8/3.

†Mich., **Wayne**—Pub. Bldgs. Admin., 18 and F Sts. N.W., Wash., 25, D. C., 1 story recreation bldg., Mich. 20-335. FWA. 7/31—ENR 8/3.

LIC BUILDINGS (Bids Asked).

Bids Asked September 6

...Vallejo—Federal Works Agency, ...hattuck Sq., Berkeley, Zone 4, nursery ...l bldgs., 2 at Flanders School, 1 ea. at ...s and Carquinez Schools, Calif. 4-432-F. ...FWA. CD 7/25—ENR 7/27.

Bids Asked September 7

...Baltimore—Franklin Square Hospi... 110 N. Calhoun St., constructing addns. ...e home, Md. 13-199, $162,000. FWA. ...Emmart, Fidelity Bldg., archt. Kubitz ...ening, Emerson Tower, structural engr., ...y Adams, Inc., Calvert Bldg., mechani... ...ngr. CD 8/16—ENR 6/22.

...San Francisco—Federal Works ...Calif., ...ney; 15 Shattuck Sq., Berkeley, Zone 5, ...ry school at San Francisco State Col... Calif. 4-578-F. $23,700. FWA. Plans ...ett 315, Bernardi, Wickenden, Lang... & Funk, 402 Jackson St., archts. CD ...-ENR 8/10.

Bids Asked September 8

...Santa Rosa—Bd. Superva. Sonoma ...County Clerk's Office, County Court ...e, nurses home. $150,000. FWA Plans ...ett 325, D. D. Stone and L. B. Mulloy, ...ciate, 381 Bush St., San Francisco, ...ts.

..., Dayton—Pub. Bldgs. Admin., 18 and ...s. N.W., Wash., 25, D. C., temporary ...s home addn., Miami Valley Hospital, ...13-284-F. FWA. Schenck, Williams, ...1 Mail Bank Bldg., archts. CD 8/15— ...8/17.

...C., Escondale—Minister Pub. Wks., ...ament Bldgs., Victoria, hospital. $170,- ...H. Whittaker, Parliament Bldg., Vic... archt. CD 8/21—ENR 8/2.

Bids Asked September 12

...Tex., Corpus Christi—Corpus Christi Ind. ...ol Dist., 2 schools. Tex. 41-685-N. $150,- ...FWA. Brock & Anderson, Jones Bldg., ...ts. CD 7/21—ENR 7/27.

Bids Asked September 15

...Calif., San Diego—Pub. Bldgs. Admin., ...nd F Sts. N.W., Wash., 25, D. C., Fron... School Bldg., Calif. 4-584-1, Midway ...ol, Calif. 4-584-2, Barnard School, Calif. ...4-3. Extended date. FWA. F. L. Hope, ...1903 San Diego Trust & Savings Bldg., ...t. CD 8/7—ENR 8/10.

Bids Asked September 18

...Utah, Ogden—Order of St. Benedict, St. ...Joseph, Minn., at Ogden, 3 story, 81x308 ...brick, rein.-con. hospital. Utah, 42-178-N. ...A. J. K. Monroe, 2150 Curtis St., Denver, ..., archt. CD 8/5—ENR 8/11.

Bids Asked September 21

...Utah, Ogden—Order of St. Benedict, ...St. Joseph, Minn., at hospital, Ogden, 2 ..., (9x272 ft., brick, rein.-con. nurses ...e, Utah 42-178-N. FWA. J. K. Munroe, ...Curtis St., Denver, Colo., archt. CD ...-ENR 8/11.

Bids Asked

...Conn., Bridgeport—City, G. Wellington, ...Bd. Fire Comrs., firehouse, Sylvan Ave. ...Old Town Rd., Conn. 6-221. $12,100. ...A. A. N. Pokras, 436 Salem St., archt. ...A. Weiman, 3018 Main St., engr. CD 4/21 ...ENR 4/20.

...Conn., Bridgeport—City, G. Wellington, ...Bd. Fire Comrs., firehouse, Broad... Ave. and Huntington Turnpike, Conn. ...$11,700 FWA. gr. T. Vece, 1341 ...St., archt. J. A. Weiman, 3018 Main ...engr. CD 11/19—ENR 11/25.

...W BIDDERS

...Calif., Berlenq—U. S. Eng., 1209 S St., ...ramento, Zone 8, fire walls, concrete ...s in warehouses, railroad crossover at ...rn Ordnance Depot, Honeylake Valley, ...e 341, from L. F. Dow Co., 8465 Melrose ..., Los Angeles, $270,590.

...Calif., Hunters Point—Pub. Housing ..., NHA, Phelan Bldg., San Francisco, ...17, site development work necessary ...500 portable dwelling units, South Basin ...Housing site, Calif. 4866, for Housing ...of City and County of San Francisco, ...Chas. L. Harney, 625 Market St., and ...Donald & Kahn, Inc., 200 Financial Cen... Bldg., San Francisco, $200,000. CD 8/11 ...ENR 8/17.

..., Chicago—Pub. Housing Auth., NHA, ...W. Wells St., July 25, 1 and 2 story, ...community bldg., vicinity 130 and Ellis ...from B. W. Handler Co., 12 E. 13th St., ...500. CD 7/26—ENR 8/12.

...., Chester—Pub. Bldgs. Admin., 18 and ...Sts. N.W., Wash., 25, D. C., Aug. 16, com... ...ity and recreation bldg., Pa. 36-199 from ...Adelhardt Constr. Co., 320 E. 47 St., New ...k 17, N. Y., $211,850. CD 7/28—ENR 8/3.

...Wash., Seattle—School Dist. No. , Aug. ...10 nursery addns. to schools, Wash., ...97-F, from D. Brazier, 2816 12 Ave., N., ...000. FWA. CD 7/6—ENR 7/13.

...NTRACTS AWARDED

...Calif., Burbank—Lockheed Aircraft Corp. ...Hollywood Way. 2 story, bsmnt., 110 ...ft., frame, stucco, office and store... ...bldg. No. 335, to J. O. Oltmans & Son, ...E. 14 St., Los Angeles. $95,000. Defense ...Corp. will finance. D. B. Parkinson, ...6 Spring St., Los Angeles, archt.

...Calif., Beam Field (br. San Diego)—...AVIATION BLDGS., etc.—Yards & Docks, ...7 Dpt., 18 St. and Constitution Ave. ..., Wash., 25, D. C., addnl. aviation ..., etc., Spec. 14455, NOY 9995, to ...W. Barnes Constr. Co., 1119 Montana ..., Santa Monica, $621,220. CD 8/3.

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PUBLIC BUILDINGS (Contracts Awarded, Cont'd.)

†**Calif., Treasure Island**—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave., N.W., Wash., 25, D. C., enlisted personnel baggage storage, Receiving Ship, Spec. 14479, NOY 10024, to Cahill Bros., 205 Sansome St., San Francisco, $71,878. Bids asked 8/1. CD 7/24.

†**Ill., Joliet**—Silver Cross Hospital, Hickory Mills, 3 story, brick, concrete nurses' home, Ill. 11-254, to Robert Regan Co., 225 N. La Salle St., Chicago, $160,000. FWA. Bids 8/10. CD 8/8—ENR 4/13.

★**N. S., Scotia**—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave., N.W., Wash., 25, D. C., 4 addnl. storehouses, Naval Supply Depot, NOY 9488, to John A. Johnson Contg. Corp., 270 41 St., Brooklyn, Zone 32, $1,468,857. Bids 8/1. CD 8/3 under LB.

★†**Tex., Amarillo**—Defense Plant Corp., 811 Vermont Ave. N.W., Wash., 25, D. C., constructing addn., Cactus Ordnance Works, to A. J. McKenzie Constr. Co., Transit Tower Bldg., San Antonio, approx. $5,750,000. Pantex Certain-teed Ordnance Plant, Dumas, operators.

†**Tex., Fort Worth**—U. S. Eng., Grants Lane, Fort Worth, outside utilities, waterworks, sewerage, gas lines, at bomber plant to O. J. Parrott, 1505 Tower Petroleum Bldg., Dallas, $47,162. Consolidated-Vultee Aircraft Corp., Grants Lane, Fort Worth, operator.

★†**Va., Arlington**—Federal Works Agency, 18 and P Sts. N.W., Wash., 25, D. C., 3 story, 80x401 ft. wing to Navy Annex Bldg., to Graham Bros., Mutual Bldg., Richmond. Est. $839,000.

†**Wash., Fort Lewis**—U. S. Eng., 800 3 Ave., Seattle, Zone 4, box factory at Mount Rainier Ordnance Depot, to Macdonald Bldg. Co., 1517 S. Tacoma Way, Tacoma. $54,877.

COMMERCIAL BUILDINGS

PROPOSED WORK

La., New Orleans—International House, New Orleans, soon lets contract remodeling Louisiana Bldg. Herbert A. Benson, Carondelet Bldg., archt. CD 7/26.

Minn., Fergus Falls—Wright Memorial Hospital, Fergus Falls, preliminary plans by Magney, Tusler & Setter, 202 Foshay Tower, Minneapolis, remodeling present hospital, constructing 3 story, bsmnt., fireproof addn. $150,000.

★**N. J., Springfield**—Elmer N. Rinhart & Co., 10 Bank St., Summit, colonial type garden apartment, brick, 160 apartments, Morris and Short Hills Aves. $500,000.

S. D., Huron—St. Johns Memorial Hospital, Rev. J. J. O'Neil, St. Martins Church, Huron, plans by Magney, Tusler & Setter, 202 Foshay Tower, Minneapolis, 5 story, fireproof hospital. $414,000.

Tex., Beaumont—H. A. Perlstein, Perlstein Bldg., reconstructing 4 and 6 story, brick, stone, mercantile and office bldg. $150,000.

Tex., Raymondville—W. L. Rocky, Raymondville, soon lets contract sixty 1 story, structural clay tile, stucco residences. $240,000.

Tex., Weslaco—Owner, c/o Jno. Mothershed, mgr., Weslaco Chamber of Commerce, 25 or more 5 and 6 room dwellings and facilities. $150,000.

Newfoundland, St. Johns—Salvation Army, Bank of Nova Scotia Bldg., girls' home and home for aged. $150,000.

Ont., Hamilton—L. Smith, 42 S. James St., 3 story, brick apartment, concrete fdn., W. Main St. $150,000.

Que., Verdun—Verdun General Hospital Bd., Dr. E. Thibault, pres., 4070 Blvd., La Salle, plans by S. Brais, 7084 St. Denis St., Montreal, addnl. wing. $350,000-$400,000.

BIDS ASKED

Pa., Enola—Pennsylvania R.R., J. L. Gressitt, ch. engr., Broad St. Sta. Bldg., Phila., 2 story dormitory, Columbia Ave. and Enola Rd. $240,000.

Pa., Harrisburg—Pennsylvania R.R., J. L. Gressitt, ch. engr., Broad St. Sta. Bldg., Phila., 2 story dormitory, 7 and Reily Sts. $100,000; converting dwellings into dormitory bldg., 437-43 Market St., $107,000.

CONTRACTS AWARDED

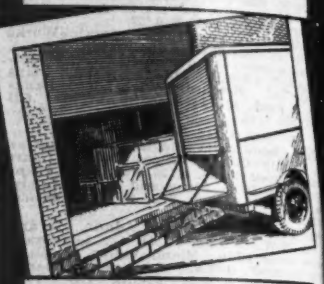
Utah, Salt Lake City—American Land Co., 2030 Exposition Blvd., Los Angeles, Calif., 107 brick dwellings, southeastern section, to Lembke Constr. Co., 331 N. 3 St., Albuquerque, N. M., approx. $400,000.

N. B., Sackville—Mount Allison University, G. T. Trueman, pres., 4 story, bsmnt., reincon., stone, men's residences, to Ambrose Wheeler, Ltd., 21 Wesley St., Moncton, Est. $250,000. CD 5/19—ENR 5/25.

N. S., Halifax—Laurence Construction Co., 15 Cunard St., housing. Owner builds. $150,000.

Que., Montreal—Isabella Realties Ltd., 4530 Circle Rd., 30 flat dwellings, to Economic Constr. Co., Ltd., 5402 Hutchinson St., Est. $150,000.

ANOTHER PAGE FROM KINNEAR'S BOOK OF ADVANTAGES



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INDUSTRIAL BUILDINGS

STEEL WORK

...Birmingham — PLANT — Cleveland ... Co., 2351 8 Ave., S., bids soon plant ... $40,000. D. O. Whilldin, Empire Bldg., ...

...Bakersfield — PLANT — Haberfelde ... Works, Union Ave. and 24 St., recon... plant. Over $200,000.

...Clovis—MILL—Clovis Feed Mill, 5 ... Fulton Sts., reconstructing mill. Over ...

...Denver—PLANT—Chas. MacKenzie ... 2151 Walnut St., plans by H. W. J. ... Tabor Bldg., remodelling, 1 story, ... ft. and 1 story, 50x125 ft. store and ... adds. Over $50,000.

...Bridgeport — PLANT — Whipple & ... Co., Lewis L. Gross, pres., 934 South ... rebuilding plant. Over $40,000.

...New Haven—FACTORY—A. C. ... Co., 319 Peck St., bids soon 3 story ... factory, Peck St. $65,000. Leo F. ... 1231 Chapel St., engr.

...Baltimore—PLANT—Tomke Alumin... Co., c/o Kubits & Koenig, Consult. Engrs., ... Tower, soon lets contract, 1 story, ... ft., steel, masonry manufacturing ... $75,000.

...Sparrows Point (br. Baltimore)—... Bethlehem Steel Co., Sparrows ... soon lets contract 2 story, brick, steel ... storage bldg. addn.

...Detroit Lakes — PLANT — Lakes ... Cooperative, Wm. Thompson, Frazee, ... bids soon rein.-con., brick, milk de... plant. $50,000. Cost incl. equip. ... S. H. Houkom, 716 South 7 St., ... N. D., archt. CD 7/19—ENR 7/27.

... J., Kearny (br. Arlington)—PLANT— ...leum-Nairn Co., 195 Belgrove Dr., ... by Albert Kahn Associated Architects ... Engineers Inc., 345 New Center Bldg., ...roit 2, Mich., linoleum manufacturing ... $50,000.

... J., Westfield—WAREHOUSE—Henry ... Townsend Storage Co., 241 North Ave., ... by G. S. Kingsley, 101 Park Ave., ... York, N. Y., 3 story, brick, concrete ... storage warehouse. $40,000.

... Y., Schenectady—SHOP BLDGS.—Amer... Locomotive Co., N. Jay St., soon lets ...tract shop bldg. addns.

... C., Rolly Ridge—MILL—Corporation ...ned. V. O. Radicky, Mount Airy, woolen ... Over $40,000.

...t., Hamilton—WAREHOUSE—Prack & ...rk, archts., Pigott Bldg., soon let con... 1 and 2 story, 130x240 ft., steel, brick ...tain warehouse addn., for Dominion ...ndaries & Steel, Ltd., Depew St. $75,000. ... 6/1—ENR 6/10.

...kla., Alva—GRAIN ELEVATOR—Public ...y. Co., Alva, 1 m. bu. cap. grain elevator. ...$0,000.

...kla., Edmond—PLANT—Peppers Gaso... Co., Enid, natural gasoline plant, $300,...

...kla., Ponca City—PLANT—Continental ... Co., Ponca City, rebuilding 100-octane ...ation gasoline plant. Over $40,000.

...ssee., Nashville—MILL—Chas. Buchanan ..., 51 and Alabama Aves., rebuilding mill. ...,000.

...Tex., Dallas — TURBO GENERATOR ... PLANT—Dallas Power & Light Co., ...llas Power & Light Bldg., Dallas, ex... ...nding Mountain Creek turbo-generator ...t, 30,000 kw addn. $2,750,000. CD ...1/41—ENR 8/7/41.

...Tex., Deweyville—MILL—Newton County ...mber Co., Orange and Deweyville, recon... ...ucting lumber mill. $75,000.

...Tex., Donna—WAREHOUSE—Knapp Sher... Co., 631 S. 8 St., 1 story, 60x236 ft. brick, ...n.-con., tile warehouse. Over $40,000.

...Tex., Edinburg—PLANT—Edinburg Citrus ...n., Edinburg, 1 story, brick, rein.-con. ...us packing plant unit, incl. sterilization ... coloring rooms. Over $40,000.

...Tex., Harlingen—TERMINAL—Arroyo Col... ...do Navigation Dist., c/o C. H. Purdy, chn., ... Grande Bldg., terminal and dock facili... $300,000.

...Tex., Houston—PLANT—Gaylord Contain... Corp., 6037 Esperson St., 1 and 2 story, ...173 ft., brick, hollow tile, container man...facturing plant, $100,000.

...Tex., McAllen—FACTORY—R. B. Suttle, ...6 NW 16 St., 1 story, brick, tile factory. ...,000.

...Wash., Seattle—LAUNDRY—Metropolitan ...ndries, 224 Pontius Ave., plans by The ...tin Co., Dexter Horton Bldg., Zone 4, ...ory brick laundry addn. $65,000.

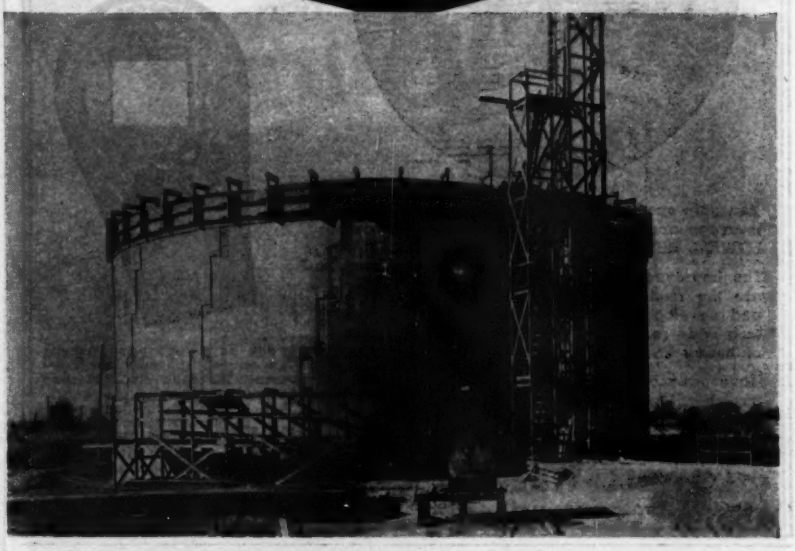
...Wash., Seattle — WAREHOUSE — A. M. ...le Co., Smith Tower, Zone 4, warehouse, ... Marginal Way and Spokane St. $180,000.

...lta., Magrath—PLANT—Eddington Can... Co., Ltd., Magrath, plant. $40,000.

...British Columbia — PLANT — Gypsum ... Lime & Alabastine Canada, Ltd., 509 ...hard St., Vancouver, rebuilding plant. ...struction $100,000, total cost $500,000.

... Co., Alberni—PLANT—Alberni District ...op Association, Alberni, cold storage ...nt, $50,000.

PRE-STRESSED CONCRETE
It Makes Stronger Tanks



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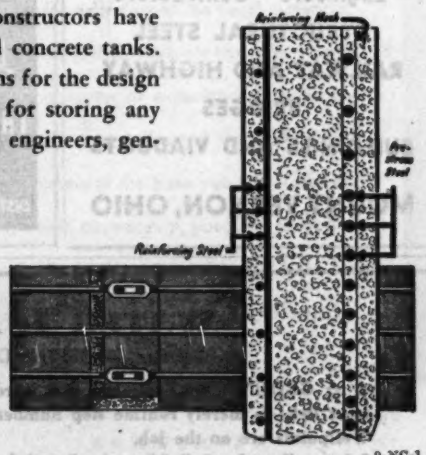
Nicholson Engineers and Constructors have made a specialty of pre-stressed concrete tanks. They will be glad to discuss plans for the design and construction of such tanks for storing any kind of liquids with consulting engineers, general contractors or owners.



Photographs shows a Pre-Stressed Concrete Tank recently constructed by Nicholson. The drawing gives some of the details. The construction was also by the Sliding Form Method.

9-NC-1

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INDUSTRIAL BUILDINGS (Proposed Work Cont'd.)

B. C., New Westminster—PLANT—Alaska Pine Co., Ltd., 4 Ave. and 15 St., wood distillation plant.

B. C., Vancouver—PLANT—United Fishermen's Co-operative Society, 385 Railway St., plant. $47,000.

N. B., Fredericton—PLANTS—Provincial Govt., Fredericton, plans by Dpt. Pub. Works, cold storage also processing plant. $150,000.

N. B., Loggieville—SAWMILL, etc.—A. R. Loggie Co. Ltd., Loggieville, sawmill and box factory. $50,000.

N. B., Saint John—PLANT—Elmac Co., Inc., 36 Royal Bank Bldg., remodeling plant bldgs. $40,000.

Newfoundland, St. Johns — PLANT — Imperial Oil Ltd., St. Johns, reconstruction plant. $40,000. Engineer c/o A. T. Robb, Imperial Oil Ltd., St. Johns.

North West Territory, Yellowknife—DIAMOND DRILLING—Yellorex Gold Mines Ltd., c/o C. A. Gardner, 217 Bay St., Toronto, Ont., diamond drilling, mining structures, etc. $200,000. R. S. W. Buttan, 6 Yonge St., Toronto, Ont., engr.

North West Territory, Yellowknife — MINING DEVELOPMENT—Bear Exploration & Radium Co. Ltd., 80 W. King St., Toronto, Ont., development mining bldgs. $300,000.

Ont., Brampton—PLANT—Canadian Tampax Corp., Ltd., 533 College St., Toronto, 75x200 ft. steel, rein.-con. plant. $45,000. James & Delamater, 621 Spadina Ave., Toronto, engrs.

Ont., Cache Bay — PLANT — Cache Bay Veneer Co., Ltd., Cache Bay, woodworking plant. $40,000.

Ont., Kirkland Lake—DIAMOND DRILLING—Olivet Gold Mines, Ltd., 47 Yonge St., Toronto, diamond drilling. $40,000.

Ont., Midland — PLANT — New Process Equipment Co. Ltd., c/o E. M. Shaw, Midland, plant. $40,000.

Ont., Oakville — PLANT — Oakville Fruit Ltd., Oakville, plant for manufacturing and processing fruits, vegetables, etc. $40,000.

Ont., Porcupine—DIAMOND DRILLING—Rusk Porcupine Mines, Ltd., 67 Yonge St., Toronto, diamond drilling, in Bristol Twp. $50,000.

Ont., Prescott—FACTORY—Canada Paper Can & Tube Co., Ltd., Prescott, factory. $50,000.

Ont., Renfrew—PLANT—Upper Ottawa Co-operative Poultry Products, Ltd., Renfrew, processing plant. $40,000.

Ont., Toronto — PLANT — Art Chemical Products Ltd., c/o Ross Hossack, 302 Bay St., plant. $40,000.

Ont., Toronto—MACHINE SHOP, etc.—Carlaw Radio Toolers Ltd., c/o Manton A. Wilson, 302 Bay St., machine shop and metal working plant. $40,000.

Ont., Toronto—PLANT—The William S. Merrell, c/o Richmond W. Hart, 350 Bay St., chemical and pharmaceutical mfg. plant. $45,000.

Ont., Walkerville — PLANT — Walkerville Brewery Ltd., Walkerville, lager fermenting room, ale fermenting room, yeast room, bottling shop cellar. $150,000.

Ont., Weston—STORAGE—E. I. Davidson, archt., 36 Toronto St., Toronto, soon lets contract, 40x112 ft. wood, steel storage bldg., concrete fdn., for Canada Cycle & Motor Co., Dufferin St. $45,000.

Que., Belleterre—DIAMOND DRILLING—Blondor Quebec Mines Ltd., 330 Bay St., Toronto, Ont., diamond drilling. $75,000.

Que., Huntingdon—MILL—Canada Tan Ltd., Huntingdon, mill. $50,000.

Que., Huntingdon—PLANT—Popular Rug Ltd., Huntingdon, plant. $40,000.

Que., Iberville—PLANT—St. Johns Paper Box Co., Ltd., St. Johns, plant. $50,000.

Que., Louvicourt—DIAMOND DRILLING—Hera Cadillac Gold Mines, Ltd., c/o J. J. Coglan, 80 Hogarth Ave., Toronto, Ont., diamond drilling. $40,000.

Que., Rouyn — DIAMOND DRILLING — Horne Fault Mines, Ltd., Duparquet, diamond drilling in Beauchartel Twp. $30,000.

Sask., Moose Jaw — PLANT — Prairie Vegetable Oils Ltd., Moose Jaw, plant. $40,000.

BIDS ASKED

Bids Asked August 28

N. Y., Ballston Spa—PLANT—American Hide & Leather Co., Inc., at office Keh & Holroyd, Consult. Engrs., 257 Bway. Tent., 1 story, brick, concrete, steel, finishing bldg. No. 32. Plans deposit $25.

Bids Asked August 29

W. Va., Princeton—SHOP—Virginia Railway Co., A. M. Traugott, ch. engr., Terminal Bldg., Norfolk, railway shop bldg. $400,000. C. A. Neff, Western Union Bldg., Norfolk, archt.

Bids Asked August 31

Tex., San Antonio—GRAIN DRYER—Liberty Mills, 902 Morales St., 45x85 ft., rein.-con. steel, grain dryer, 87 ft. high. CD 7/5—EXS 7/13.

…TRIAL BUILDINGS (Bids Asked, …'d.)

…, Ottawa—GARAGE—Canadian Na… Ry., E. Wheelwright, ch. engr. Central …n, 416 Union Station, Toronto, expres… …n King Edward Ave. $100,000.

Bids Asked

…, Everett (br. Boston)—FACTORY—… Steel Products Co., 48 Auburn St., …, 1 story, 65x150 ft. brick, concrete, …r. 1 St. $40,000. S. S. Eisenberg, 69 …er St., Boston, archt. CD 8/17 — ENR …

…BIDDERS

…, Fort Worth—PLANT—Hobbs Mfg. …60 N. Main St., Aug. 15, general con… …approx. 200x200 ft. plant from P. O'B. …gomery, 913 Akard St., Dallas, $167,300. …1—ENR 8/3.

…TRACTS AWARDED

…, Stonington—STORAGE HOUSE—… Fish & Transportation Co., Longo … storage house and wharf, to Elliott & …ous, Inc., Crest Ave., East Providence, …. Est. $45,000.

…, Cumberland Mills—PLANT—S. D. …en Co., 102 Cumberland St., 6 story, …, soda recovery unit and 1 story, brick …ine bldg., to Tredennick-Billings Co., …High St., Boston, Mass. Over $40,000.

…, Minneapolis — WAREHOUSE—Gray … Inc., 60 11 Ave., N.E., general contract …ory, 35x131 ft. and 1 story, 131x290 ft. …house addn. to factory, to Adam Ku… …, 2300 NE Roosevelt St., $75,000-$100,000.

…, Minneapolis—MACHINE SHOP, etc. …torm Mfg. Co., 406 6 Ave., S., general con… …1 story, 135x140 ft. concrete block, …machine shop and office, 1303-20 South …, to W. A. South Co., 120 South 10 St. …000.

…, Winthrop — PLANT — Tri-County …y Cooperative, Leo Schafer, pres., Win… …, general contract 1 and 2 story, 37x140 …brick, tile central milk dehydrating plant, …G. E. Carlstrom Constr. Co., Mankato, …240. Rejected bids Aug. 2, above is ne… …ated contract. CD 8/1—ENR 8/3.

…, St. Louis—WAREHOUSE—Comfort …ting & Stationery Co., 210 South 7 St., …e 2, altering, imprv. 4 story, warehouse …7 and Elm Sts. to J. B. Gutmann Constr. …, Wainwright Bldg., 7 and Chestnut Sts., …s J. Est. $50,000. M. Boulicault, Am… …ador Bldg., 411 N. 7 St., Zone 1, archt.

…, J., Birmingham—PLANT—Permutit … 330 West 42 St., New York, 18, N. Y., …and 2 story, 100x141 ft., tile block mfg. …c. to Wigton-Abbott Corp., 1225 South …, Plainfield, $40,000.

…, J., Elizabeth—PLANT—Linde Air …ducts Co., 796 Frelinghuysen Ave., …ark, and 2 story, brick, corrugated iron …nt, to Roth-Buermann Co., 319 Mt. Pleas… …Ave., Newark, $50,000. Bids 8/7. CD …1—ENR 8/3.

…, J., Lodi—FACTORY—Bergen Wire Rope … New St., 1 story, brick, concrete block …tory addn., to Di-Carolis, Inc., 274 Union …, Hackensack, $45,000. W. G. Bartels, 272 …n St., Hackensack, archt.

…ex., Fort Worth—FACTORY—Erwin Man…cturing Co., Kings Hwy., 1 story, 60x140 … brick, tile, rein.-con. bag mfg. factory, …Thos. S. Byrne, 1st Natl. Bank Bldg., …000. Lockwood & Andrews, Union Natl. …k Bldg., Houston, archts.

…ex., Galveston—GARAGE REPAIR SHOP …, R. Benson, 1212 Sealy St., 1 story, …5 ft., brick, hollow tile garage repair …to J. W. Zempter, 2115 Church St., …000. F. T. Stafford, 1921 Post Office, …r.

…Tex., Pasadena—PLANT—Southern Acid …& Sulphur Co., 7621 Wallisville Rd., Hous… …, chemical plant, to United Engineers & …structors, 7621 Wallisville Rd., Houston, …50,000. Dorr & Co., Inc., 570 Lexington …., New York, N. Y., engrs.

…ex., San Antonio—STORAGE—Peacock …litary Academy, 1700 Cincinnati Ave., 30x …x126 ft. struct. clay tile, steel, armory …rage bldg., to S. Joe Dielmann, 107 Thelma …, $40,000. Leo M. J. Dielmann, 145 North …, engr.

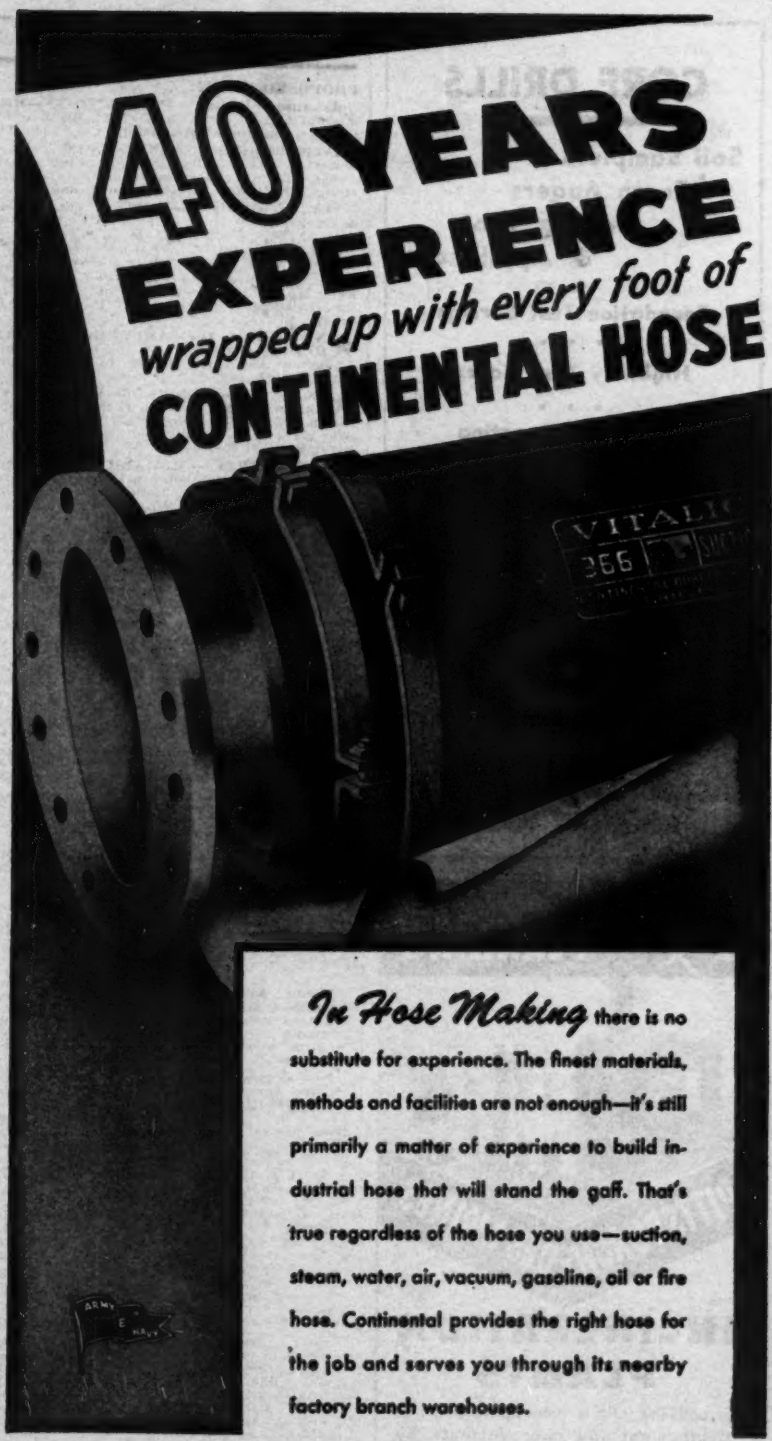
…, B. C., New Westminster—WAREHOUSE—…ific Coast Terminals Co., Ltd., Columbia … 1 story, 138x188 ft. frame transit ware… …se, own forces, $45,000. Awarded 8/10.

…ont., Madoc—MILL—Canada Talc Co., …L. Madoc, mill bldgs., head frame, shaft …erations, to Dover Constr. Co., Ltd., 76 …in St., Brampton. $50,000.

…nt., Toronto—GARAGE—T. T. Ferguson, …F., 397 Victoria St., garage and office …g., Parliament St. corner Fleet St. E., …Victory Mills, Ltd., 25 Richmond St., …to E. S. Martin, 16 Saulter St., $58,000. …ds 8/7. CD 8/3—ENR 8/10.

…ue., Sherbrooke—PLANT—Hovey Pack… Co., Ltd., 20 Lansdowne St., altering …nt, to J. A. Verrey, Ltd., 66 Wellington …N., $55,000. CD 7/27—ENR 8/10.

…ue., Ville La Salle (Postal Dist. Montreal) …PLANT—Distillers Corp., Ltd., 1430 Pearl …, Montreal, 77x160 ft. addn., to A. F. …ers Constr. Co., Ltd., 1226 University St., …ontreal. Est. $40,000.



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UNCLASSIFIED

PROPOSED WORK

Arkansas—FARM CONNECTIONS—Mississippi Co. Electric Coop., Inc., Blytheville, farm connections, Mississippi Co. $240,000.

Louisiana—FARM CONNECTIONS, etc.—Jefferson Davis Electric Coop., Inc., Jennings, farm connections and substation equip., Jefferson Davis Co. $151,000.

†**La., New Orleans**—WHARF, etc.—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash., 25, D. C., bids soon, wharf and supply depot expansion and imprvs., NOY 10317. Over $100,000.

†**N. J., Dover**—RAILROAD—U. S. Eng., Penn Mutual Bldg., 6 and Walnut Sts., Phila., Pa., railroad work, roads at Picatinny Arsenal. $67,742.

★**N. J., Fort Lee**—AMUSEMENT PARK BLDGS.—Palisade Park (Amusement) Anderson Ave., new bldgs. for amusement park. $1,000,000.

★†**N. J., Hoboken**—PIERS—War Shipping Admin., 14 St. between E St. and Constitution Ave. N.W., Wash., 25, D. C., several ship piers in Hudson River, foot of 2nd and River Sts. $1,000,000.

North Carolina — RURAL LINES — Randolph Electric Membership Corp., Asheboro, exten. rural lines in Randolph, Alamance, Chatham, Moore and Montgomery Counties. $60,000. REA allot.

★†**Pa., Phoenixville** — AIRPORT — Civil Aeronautics Admin., 255 Madison Ave., New York, 17, New York, site surveys in progress, airport construction. $500,000.

Texas—FARM CONNECTIONS—Coleman Co. Electric Coop., Inc., Coleman, farm connections, Coleman Co. $100,000.

★**Tex., Galveston**—TUNNEL—Galveston County, c/o T. R. Robinson, judge, Galveston, making plans tunnel under Bolivar Rd., Galveston Island. $8,700,000. Palmer & Baker, Inc., St. Michael and Royal Sts., Mobile, Ala., engrs. Test borings let to Raymond Concrete Pile Co., 140 Cedar St., New York, N. Y. CD 8/16/43—ENR 8/19/43.

Tex., Harlingen—OIL PIPELINE—Tom Gilcrease & Associates, Miiam Bldg., San Antonio, oil pipeline work. Over $40,000.

★**Man., Winnipeg** — AIRPORT — Dominion Govt., Ottawa, Ont., revision Stevenson Airport, $500,000. Dpt. Transport, Ottawa, Ont., engrs.

Que., Riviere-au-Renard—WHARF—Dpt. P. Wks., Ottawa, Ont., plans made reconstructing wharf. $26,000.

BIDS ASKED.

Ont., Deseronto—AERODROME RUNWAY, etc.—Secretary Dpt. Transport, Ottawa, hard-surfaced runway, parking area exten. Mohawk Aerodrome. $65,000.

Bids Asked August 29

†**Conn., New London**—DEGAUSSING SLIP—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave., N.W., Wash., 25, D. C., degaussing slip addn., instrument house, platform on wooden piles and fender piles, Spec. 14727, NOY 10309. $10,000. CD 8/14.

New Jersey—TILE FACING—At office Executive Dir., Port of New York Authority, F. C. Ferguson, chn., 111 8 Ave., New York, N. Y., Contr. HT-2, replacing steel face plates with tile facing New Jersey Entrance Portal, Holland Tunnel. Plans deposit $5.

N. C., Carolina Beach—BOARDWALK REGRADED, etc.—A. E. Peay, mayor, Sect. 2, 67,863 sq. ft. board walk regraded and repaired; Sect. 1, 11,075 cu. yd. sand removal, 1,900 cu. yd. gravel on shoulders, 9,850 cu. yd. gravel on streets, 850 sq. yd. surface treated patching, etc.; Sect. 3 repairing motors, clearing sand from wet wells of 2 pump stations, 430 lin. ft. 6 and 8 in. vitr. clay pipe. $33,000. Plans deposit $15. Wm. F. Freeman, High Point, engrs.

Bids Asked August 31

N. Y., Brooklyn—WOOD FENDERS, etc.—At office of Executive Dir. Port of New York Authority, F. C. Ferguson, chn., 111 8 Ave., New York, constructing wood fenders and backing logs for Columbia St. Pier of Port Authority Grain Terminal, foot of Columbia St., Gowanus Bay, Contr. GT-3; plans deposit $10.

Bids Asked September 12

†**Montana**—TOWERS—At office Bureau Reclamation, S. O. Harper, ch. engr., Denver, Colo., furnishing del. f. o. b. cars at shipping point or f. o. b. cars Glendive, two river-crossing towers for Fort Peck-Glendive 115-kv. transmission line and substation structures for Glendive Substation, Fort Peck Project, Spec. 1760-D.

Calif., San Pedro—SHIPYARD BUILDINGS—Todd Shipyards Corp., San Pedro, (from selected list) 2 story, 50x185 ft. wood frame, central kitchen cafeteria bldg. $165,000.

LOW BIDDERS

†**D. C., Bolling Field**—AIRFIELD BLDG.—U. S. Eng., 1 and Douglas Sts., N.W., Wash., Zone 25, airfield service bldg., from W. M. Chappell, 316 Randolph Pl., N.E., Wash., $53,486. CD 8/11.

†**Calif., Monterey**—AIRPORT DRAINAGE—U. S. Eng., 74 New Montgomery St., San Francisco, Zone 19, addnl. drainage, Monterey Airport, Job No. 1435, from Granite Constr. Co., Box 900, Watsonville, $47,[illegible]. CD 8/11.

†**Fla., Winter Haven**—AIRPORT—City, airport imprvs., from C & E Constr. Co., Lakeland, $41,778. CAA. Bids 8/9. E. H. Diehl, 84 Marietta St. N.W., Atlanta, Ga., engr.

†**Virginia**—RAILROAD SIDINGS—U. S. Eng., 21 St. and Virginia Ave., N.W., Wash., D. C., Aug. 16, railroad sidings, Commercial, from A. S. Wikstrom, Bound Brook, $[illegible].

★†**W. Va., Parkersburg**—AIRPORT IMPROVEMENTS—Clerk Wood Co., Court House, Aug. 11, Bid No. 1, excavation from R. Meyers, P. O. Box 230, Salem, Ind., and Western Contg. Corp., 2100 E. 4 St., Sioux City, Ia., $1,055,255***Bid 2, alternate A, asphalt paving from Williams Constr. Co., Middle River, Md., $580,350***Bid No. 1, alternate B, concrete paving, from Allegheny Asphalt & Paving Co., 411 Blvd. of Allies, Pittsburgh, Pa., $647,914. CAA. CD 8/4—ENR 8/3.

CONTRACTS AWARDED

†**Alabama**—RAMPS—U. S. Eng., Bynum, concrete ramps for warehouses, Calhoun Co., to Jones & Hardy Const. Co., Montevallo. Est. $35,000. Bids 7/25.

★†**Ariz., Phoenix** — HANGAR — Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash., 25, D. C., hangar, Litchfield Park, Spec. 14648, NOY 10244, to A. Farnell Blair, 9 Main St., San Francisco, Calif., $802,877. Bids asked Aug. 1. CD 7/25.

†**Calif., Otay Mesa (San Diego P.O.)**—AVIATION FACILITIES—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash., 25, D. C., addnl. aviation facilities, Auxiliary Air Station, NOY 9393, to Treptow Constr. Co., 631 9th Ave., San Diego, $339,427.

★†**Calif., Port Chicago**—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash., 25, D. C., magazines, storage bldgs., etc., at Inland Storage area, Spec. 14729, NOY 10311 to Barrett & Hilp, 918 Harrison St., San Francisco, $5,296,848. Bids 8/2. CD 8/10.

†**Colo., Pueblo**—DOCK REPAIRS—U. S. Eng., Pueblo, repairing concrete warehouse docks, to A. C. Larsen, 944 Osage St., Denver, $28,000.

Conn., East Hartford—WIND TUNNEL ELECTRIC WORK—Pratt & Whitney Div. of United Aircraft Corp., 400 Main St., electric work in wind tunnel engine testing facility, to Baldwin-Stewart Electric Co., 222 Pearl St., Hartford, $55,800. Jackson & Moreland, 31 St. James Ave., Boston, Mass., engrs.

†**Ga., Atlanta**—HANGAR FIRE PROTECTION, etc.—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash., 25, D. C., fire protection for 3 hangars and storehouses and A & R exten., Naval Air Station, NOY 9657, to Automatic Sprinkler Corp. of America, 161 Spring St. N.W., $41,839.

†**La., Harding Field (P. O. Baton Rouge)**—TAXIWAY—U. S. Eng. 25 St. and Avenue F, Galveston, Tex., addnl. taxiway, to Barber Bros. Contg. Co., Reymond Bldg., Baton Rouge, $32,042. CD 8/15—ENR 8/17.

†**Me., Lewiston**—RUNWAYS, etc.—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash., 25, D. C., imprv. runways and safety strips in Naval Auxiliary Air Field, NOY 9763, to Lane Constr. Co., 37 Colony St., Meriden, Conn., $237,150.

N. B., Petitcodiac River—HYDRO ELECTRIC POWER PROJECT—Provincial Govt., Fredericton, hydro electric power project, to H. G. Acres, Niagara Falls, Ont., $40,000.

Pa., Harrisburg — SWIMMING POOL — Harrisburg Country Club, Fishing Creek Valley, 40x100 ft. swimming pool, to Lawrie & Green, 231 N. Front St., $30,000. Awarded 8/18.

†**Fla., Banana River** — AIR STATION BLDGS.—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash., 25, D. C., exten. to administration bldg., general storehouse and bulk aircraft parts storehouse and paint and oil storehouse, Naval Air Station, NOY 10449, to Hillyer & Lovaz, 408 Consolidated Bldg., Jacksonville, $[illegible]. 214.

†**Tex., Eagle Mountain Lake**—FIRE PROTECTION—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave., N.W., Wash., 25, D. C., fire protection Naval Air Station, NOY 9467 to Automatic Sprinkler Corp. of America, 3932 McKinney Ave., Houston, $31,873.

†**Va., Norfolk**—SALVAGE YARD, etc.—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash., 25, D. C., salvage yard, incl. services and railroad spur, Naval Air Station, NOY 9372, to Abbott & Ritchie, P. O. Box 291, Newport News, $136,235.

†**Virginia**—STEAM HEATING SYSTEM—Yards & Docks, Navy Dpt., 18 St. and Constitution Ave. N.W., Wash., 25, D. C., steam heating sys. addns., alterations, A A T and T C, Dam Neck, NOY 10125, to Daniel S. Abbot Co., Hopewell, $121,122.

***Proposal Advertisements** see p. 173 & 182*
Postwar Projects see p. 124

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